



HISTORY
OF
BRITISH COLUMBIA

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ADAPTED FOR THE USE OF SCHOOLS.

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PREFACE.

A DEEP seated conviction that British Columbians should have the means of briefly securing a knowledge of the rise and growth of their own Province, of its government and institutions, has caused the writer to pen the following sketch in the brief manner that he has. The hope is entertained that the work thus produced will meet this openly expressed want.

Our country has a history, a glorious history, yet one can scarcely open a conversation, except with the pioneers of the Province, without being convinced of the ignorance that prevails of the country's past. This is unfortunate—especially with school children who are having their minds stored with the history of foreign lands, thousands of miles away, to the disregard of their own home. The children, thereby, reside in one country and live in the world of thought in another. Patriotism must flag under such circumstances.

Every work readily available, bearing on the subject has been consulted.

The work is topical. In the different topics we have an occasional repetition of fact. We trust that this is pardonable, as it seems necessary to complete the topic and make clear the connection.

The writer would here express his gratitude to his fellow teachers and others who so cheerfully rendered every possible assistance. He feels especially grateful to Hon. Dr. Helmcken, who rendered much valuable aid.

It is always difficult to find perfect harmony in history. More especially is this true in the midst of living witnesses, as opinions differ. In this work the hope is entertained that the usual correctness of history has been attained.

O. H. COGSWELL.

VICTORIA, June 25th, 1893.



CONTENTS.

CHAP. I.—EARLY EXPLORATION.

SEC. 1.—INTRODUCTION.	PAGE.
Rapid Growth.....	11
SEC. 2.—SEEKING THE ANIAN STRAIT.	
(1) Voyage of Columbus.....	12
(2) Juan de Fuca Strait Discovered.....	12
(3) Juan de Fuca.....	14
(4) Drake's Voyage.....	14
SEC. 3.—SPANISH ENTERPRISE.	
(1) Voyage of Juan Perez.....	15
(2) Voyage of Heceta and Quadra.....	16
(3) Massacre.....	16
SEC. 4.—EARLY ENGLISH FUR TRADERS.	
(1) Cook's Voyage.....	17
(2) Expedition of James Strange.....	18
(3) Portlock and Dixon's Expedition....	18
(4) Barclay's Expedition.....	19
(5) Meares's Expedition.....	20
SEC. 5.—THE BOSTON MERCHANTS.	
(1) Kendrick and Gray's Expedition....	21
(2) Attack by the Natives.....	22
SEC. 6.—SPANISH ENTERPRISE RESUMED.	
(1) Martinez and Haro's Expedition....	22
(2) Nootka Convention.....	23
(3) Elisa's Expedition.....	24
(4) Nootka Abandoned.....	25

SEC. 7.—BRITISH ENTERPRISE.

PAGE.

(1) Vancouver's Expedition	26
(2) Hudson's Bay Company.....	28
(3) North-west Company.....	28
(4) A Collision.....	29
(5) Union.....	30
(6) Mackenzie's Voyage.....	30
(7) Alexander Mackenzie.....	32
(8) Capture of the Boston.....	33
(9) Jewett and Thompson	33
(10) First Fort Established.....	34
(11) Fraser's Voyage	34
(12) Voyage of the Tonquin	35
(13) Kamloops	36

SEC. 8.—THE NATIVE RACES OF BRITISH COLUMBIA.

(1) Native Tribes.....	36
(2) The Haidahs.....	37
(3) The Nootkas	38
(4) The Shuswaps	39

CHAP. II.—HUDSON'S BAY CO. RULE.

SEC. I.—COLONIZATION AND FUR TRADE.

(1) Founding of Fort Langley	40
(2) Governor Simpson's Visit	41
(3) The Cadboro and the Beaver	42
(4) Founding of Victoria.....	42
(5) The Old Fort.....	44
(6) Early Fort Life at the Capital.....	45
(7) Amusing Incident.....	45
(8) Treatment of the Indians	46

SEC. 2.—THE BOUNDARY DIFFICULTY. PAGE.

(1) Disputed Territory	47
(2) Fort Astoria restored	48
(3) The London Convention	48
(4) The Boundary Difficulty settled	49

CHAP. III.—COLONIAL RULE.

SEC. I.—VANCOUVER ISLAND UNDER HUDSON'S
BAY COMPANY RULE.

(1) An Imperative Change	51
(2) The Company's Requests	52
(3) Charter before Parliament	52
(4) The Island granted to the Fur Co. . .	53
(5) Early Colonization	54
(6) First Governor appointed	55
(7) Governor's Blanshard's Difficulties ..	56
(8) Blanshard resigns	57
(9) Difficulties at Fort Rupert	58
(10) Mr. Douglas appointed Governor ...	58
(11) Failure to Colonize	59
(12) Price of Land	60
(13) Other Causes of Failure	60
(14) The Charter in Danger	61
(15) Charter Renewed	62
(16) Representative Government	62
(17) First Assembly	63
(18) Chief Justice Appointed	64
(19) Colony of Vancouver Expires	65

SEC. 2.—SAN JUAN DIFFICULTY.

PAGE.

(1) Double Possession.....	65
(2) Commissioners Appointed.....	66
(3) Shooting the Pig.....	67
(4) Douglas and Harney's Dispute	67
(5) Lord Lyons's Proposition	68
(6) Scott's Visit	68
(7) Washington Treaty	69

SEC. 3.—THE GOLD EXCITEMENT.

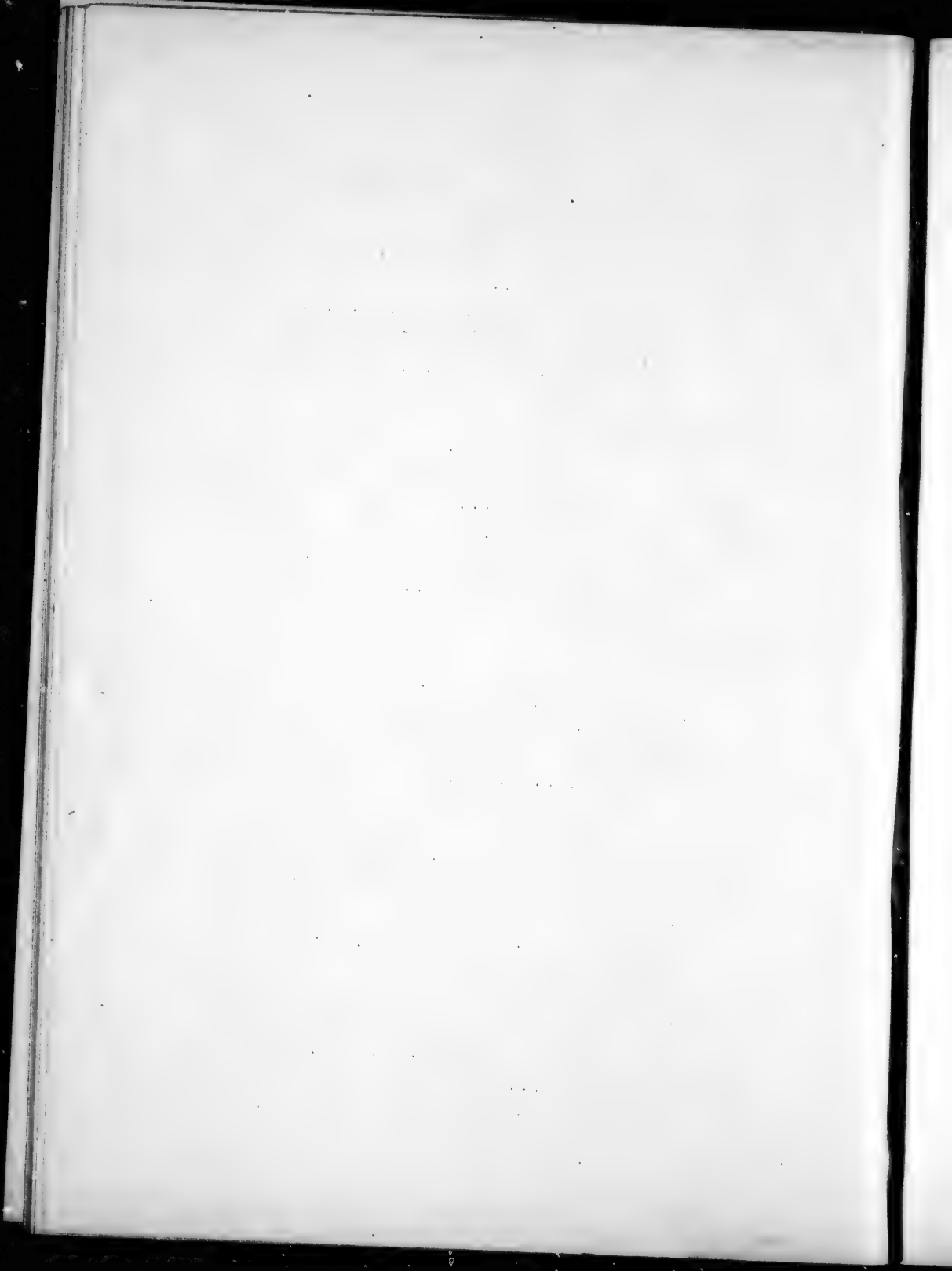
(1) Early Discoveries	70
(2) Great Excitement	70
(3) Douglas Assumes Authority.....	70
(4) Trespassers Prohibited.....	71
(5) Douglas's Visit to the Mainland.....	72
(6) Indian Difficulties.....	72

SEC. 4.—BRITISH COLUMBIA.

(1) Constitution of British Columbia....	73
(2) Bounds	74
(3) New Westminster Founded	75
(4) Colonel Moody.....	76
(5) Representative Governm't Introduced	76
(6) First Council	76
(7) Road to Cariboo.....	76
(8) Successors of Douglas.....	77
(9) Sir James Douglas	77

CHAP. IV.—CONFEDERATION.

SEC. 1.—UNION CONSUMMATED.	PAGE.
(1) Terms of Union Submitted.....	79
(2) Terms of Union.....	79
(3) Constitutional Act.....	81
(4) Qualification and Regulation of Voters' Act.....	81
SEC. 2.—CANADIAN PACIFIC RAILWAY.	
(1) A Scheme Projected.....	82
(2) Sir Hugh Allan's Company.....	84
(3) Edgar's Mission.....	84
(4) Carnarvon Terms.....	85
(5) Dufferin's Visit.....	86
(6) New Syndicate Formed.....	87
(7) Coal Mine Disaster.....	88
SEC. 3.—EDUCATION.	
(1) Our School System.....	88
(2) Progress.....	90
(3) British Columbia University.....	91
(4) The Senate.....	91
SEC. 4.—LATE ADMINISTRATION.	
(1) Legislative Changes.....	92
(2) Esquimalt and Nanaimo Railway ...	92
(3) Mortality.....	93
(4) Governors.....	93
(5) Crofter Scheme.....	94
(6) Railway Enterprise.....	94
(7) Parliament Build'gs Construction Act	95
(8) Behring Sea Difficulty.....	95
(9) Conclusion.....	97
Chronology of Noted Events.....	99



HISTORY OF BRITISH COLUMBIA.

CHAPTER I.

EARLY EXPLORATION.

SEC. 1.—INTRODUCTION.

Rapid Growth. Scarcely half a century has passed away, since the entire region, which British Columbians call their home, was one unbroken wilderness, where the savage roamed in his primeval simplicity. Here tribe waged war with tribe and the weaker became the slave of the stronger. In this wilderness were found innumerable animals, unmolested, except by the hand of the savage, and the fur trader. Here and there, perhaps, hundreds of miles apart, might be seen isolated forts of The Hudson's Bay Company, well fortified and securely protected from the Indians. These forts were garrisoned by a number of faithful servants and officers of the company, whose chief business was the gathering of furs from the natives. Behold, the change! The old stockades have crumbled into decay, and in their stead towns and villages, rapidly growing, mark the course of civilization,

and a stable government extends a protecting arm, and secures entire safety in the most distant quarter to every British subject.

SEC. 2.—SEEKING THE ANIAN STRAIT.

Voyage of Columbus, 1492. (1.) Previous to A.D. 1492, the New World, as this continent came to be called, was a land unseen by European eyes. About that time Christopher Columbus, a native of Genoa, in Italy, believing the earth to be round, but under estimating its size, conceived the bold plan of reaching India by a westerly route, rather than by a long and tedious journey easterly as had hitherto been done. After many difficulties and discouragements, he succeeded in securing the patronage of Ferdinand and Isabella, king and queen of Spain, who fitted out an expedition for the great undertaking. Sailing from the Port of Palos in Spain, on the 3rd of August, 1492, with three ships and 120 men, Columbus first sighted San Salvador, one of the Bahama group of Islands. On reaching land he thought the much desired object was attained.

Juan de Fuca Strait Discovered. (2.) That he had struck an island, instead of the mainland, was soon ascertained. But in the mind of Columbus, as well as of his contemporaries, it was one of an

out-lying group on the coast of Asia, and the mainland of America was but one or more large islands barring the way to India. By some means it became deeply ingrafted into the minds of European adventurers, that a passage existed through these islands, affording an easy and direct watercourse to India. This passage was the much sought and mythical Anian Strait. The eager and seemingly unsuccessful, but truly not fruitless endeavors to find this strait, from either extremity, have been laid down as a primary cause, that led to the discovery and survey, not only of our own coast, but also of the entire coast of America. Many were the expeditions made, many the dangers encountered in attempts to discover this strait. On the western coast of America from the contour of the shore, little probability existed of such a passage till the latitude of Juan de Fuca Strait was reached. Here was found a strait that needed, in the minds of early navigators, only to be surveyed to its limit to afford the much desired passage. Great honor awaited the man who proved its existence. So eager were the ambitious navigators of the time to add to their name so important a discovery, that the imagination was freely drawn upon, and a credulous public imposed upon by a fascinating story of a truly heroic and successful expedition. Such stories

in the main have gone into oblivion. One remains memorable, not for its truthfulness, but from the fact that its author has immortalized his name by having it given to the leading strait that separates Vancouver Island from the mainland. Four years after the circumstance related, Juan de Fuca claimed to have discovered, in 1592, the strait that now bears his name.

Juan de Fuca. (3.) Juan de Fuca, whose real name was Apostolos Valerianos, was born in the Island of Cephalonia, off the west coast of Greece. Having engaged in the Spanish service, he was first sent out as a pilot of three vessels, by the Spanish Viceroy at Acapulco, in Mexico, to discover the Anian Strait. Returning home with the desired object unaccomplished, he was sent again in command of two small vessels to complete his voyages of discovery. It was on this occasion that he alleges he discovered the supposed Anian Strait. Whether these expeditions were made is not certainly known. The commonly received opinion is that they were inventions, made on his return to Europe, to deceive a credulous public.

Drake's Voyage. (4.) Sir Francis Drake visited our Northern Pacific waters in 1579. With ships laden with Spanish plunder, he was desirous of returning home to England by a shorter and less boisterous route than around Cape Horn. This, coupled with a dread of Spanish retribution, caused him to take a more northerly course in search of the famous Anian Strait. He reached no further north than the 48th parallel of latitude, when the inclemency of the weather caused him to return. With British Columbia's present boundary as settled by the Oregon treaty, this voyage has but little moment in our history; but it has been a subject of no little discussion between England and the United States, regarding the original discovery of the Oregon Territory now ceded to the latter power.

SEC. 3.—SPANISH ENTERPRISE.

Voyage of Juan Perez, 1774. (1.) Spain's interest in the New World, for a time, seemed to have flagged; but now, in 1774, an energetic viceroy represented the Spanish sovereignty in this newly acquired territory, by whom the old motives for colonization and exploration were revived. As late as 1774, Spanish exploration had extended no farther north than California; but now a new incentive to activity arose when the report reached Spain that the Russians were making exploring expeditions in the north. On the 24th of January, of that year, an expedition, placed under the command of *Juan Perez*, sailed from San Blas on a mission of exploration and discovery. The captain's instructions were to make the land at least as far north as 60° of latitude and take possession of the country in the name of his sovereign. Approaching Queen Charlotte Islands, in latitude 55°, on the 19th of July, he held friendly intercourse with the natives, who came in their canoes to meet him. At one time no fewer than twenty-one canoes, with over two hundred natives on board, surrounded his vessel. They were endeavoring to barter their dried fish, furs, and various articles of native manufacture for articles made of iron or copper. Perez, however, did not land. After lingering for three

days, the difficulty of finding a suitable anchorage, coupled with rough weather, brought his explorations to a speedy termination. Sailing southerly, he approached the coast in latitude $49^{\circ} 30'$, and called the anchorage *San Lorenzo*. This place has since been identified as *Nootka Sound*. The Indians there were anxious to trade. A storm arising, the *Santiago* weighed anchor and arrived at San Blas on the 3rd of November. This is considered the first expedition that visited our coast.

Voyage of Heceta and Quadra. (2.) In the following year, 1775, two vessels were made ready for continuing the explorations. *Heceta* and *Quadra* were placed in command. Perez, of the previous voyage, acted as sailing master. They left San Blas on March 16th, and, with many vicissitudes on the way, took possession of the North-west coast as far north as Alaska, in the name of the King of Spain. They have the honor of being the first Europeans to set foot on our shores, and these expeditions should be remembered, for on them Spain rested her claim to the entire North-west coast.

Massacre. (3.) A terrible massacre occurred in connection with the latter expedition. On his return, off Cape Flattery, Quadra sent a boat's crew ashore for wood and water. No sooner had the crew landed, than Indians, who had been lurking in ambush, sprang upon the men and immediately killed them. The boat was then broken up for the nails. The

savages afterwards attempted to surround the vessel; but they were prevented from doing so by the guns of the Spaniards. Quadra was strongly inclined to avenge the massacre, but a council having been summoned, such an act was considered unwise.

SEC. 4.—EARLY ENGLISH FUR-TRADERS.

Cook's Voyage, 1778-9. (1). England was anxious to discover the famous Anian Strait, and offered a reward of twenty thousand pounds to the party discovering such a passage north of the 52nd parallel. Captain *James Cook*, leaving the Sandwich Islands on the 7th of March, 1778, in his last famous voyage around the world, hoped to reach home by the much-desired route. Directing his course accordingly, he first sighted the coast of Oregon. Sailing northerly, he passed Cape Flattery, so called by himself, but failed to note Juan de Fuca Strait. He next sighted land near Nootka. Entering a port which he called Friendly Cove on account of the hospitality of the natives, he named the entire sheet of water *King George's Sound*. This water, which afterwards retained the native name of Nootka, is probably identical with the Spanish San Lorenzo, discovered by Perez four years previously, as articles found in the possession of the savages quite conclusively proved that the Spaniards had been there before him.

Cook made a somewhat extended survey of the locality, but took no formal possession in the name of his sovereign. His reports, having been widely circulated, gained for him and his country much honor, that belongs, it is thought, to earlier explorers. Buying up a small collection of furs, which proved of great value, he established the famous *fur trade*, which became the real incentive to all future discovery. Cook soon afterwards returned to the Sandwich Islands, where, in 1779, he was killed by the savages.

Expedition of James Strange, 1786. (2). Two important fur-trading expeditions to our shores mark the year 1786. The first consisted of two vessels under the supervision of *James Strange*. Sailing from Bombay, Strange arrived at Nootka in June, 1786. After securing a limited supply of sea-otter skins, he visited Prince William Sound, and thence returned to Macao. Queen Charlotte Sound, as well as Cape Scott and Cape Fox, was probably named on the occasion of this visit.

Accompanying this expedition was one John McKey, who, believing a rustic life would improve his health, wished to be left with the Indians. Here he remained for over a year, enduring all the hardships incident to a savage life. During his stay, he engaged in trade, and wrote an account of Indian life.

Portlock and Dixon's Expedition. (3). The next important expedition of the year, was one with

two vessels under the command of *Portlock and Dixon*. This expedition was fitted out by a company of English merchants, known as *King George's Sound Company*, and sailed from England in the fall of 1785. Rounding Cape Horn our shores were reached in July of the following year; but on account of bad weather, a landing was not effected, and the expedition sailed for the Sandwich Islands to winter. In the following spring the expedition set out again, but the vessels soon parted company. Portlock remained on the Alaskan coast, and Dixon, sailing southerly, on the 1st of July passed the strait that now bears his name. He on this occasion named Queen Charlotte Islands, which he partly circumnavigated, after the name of his vessel. This expedition was exceedingly profitable, as over 2,500 sea-otter skins were obtained, which netted in China nearly fifty-five thousand dollars. Captain *James Hanna* also made an expedition the same year, which had a net profit of twenty thousand dollars. Of Hanna's second expedition little is known.

Barclay's Expedition, 1787. (4). Captain *Barclay's* expedition took place the following year. It arrived at Nootka in June, 1787. The captain discovered Barclay Sound, which has since borne his name, and relieved McKey of his burdensome life among the Indians. Accompany-

ing this expedition was Mrs. Barclay, who, probably, was the first European lady to visit our coast.

Colnett and Duncan's expedition took place the same year. It was the first to pass between Queen Charlotte Island and the mainland. Princess Royal Islands were named, on this occasion, after one of the vessels.

Meares's Expedition, 1788. (5.) Among the mercantile explorations of the year 1788 was one fitted out by a company of English merchants in India. *Captain John Meares*, a lieutenant of the British navy, who was in command, sailed from Macao with two vessels in January, 1788, bound for Nootka. On board were fifty men besides articles for trade. On reaching Nootka, he raised the British standard and proceeded at once to erect dwellings and to lay the keel of a vessel, which was the first to be launched on the North-west coast. Leaving a number of men to work on his new vessel, Meares sailed to the south on a trip of exploration. On this occasion Juan de Fuca Strait was named after its original discoverer. Mount Olympus and other places to the south were also named. On the 20th of September, the new vessel, named the "*North West America*," was launched amid much festivity. This vessel was afterwards seized by the Spaniards, named the *Gertrudis*, and taken to San Blas as a trading schooner.

SEC. 5.—THE BOSTON MERCHANTS.

Kendrick and Gray's Expedition, 1787-93. (1.) A company of Boston merchants fitted out a trading expedition for the North Pacific waters. Two vessels, provided with articles for trade, were placed under the command of *Captain John Kendrick* with *Captain Robert Gray* second in command. The expedition left Boston Oct. 1st, 1787, bound for Nootka. After a tedious voyage around Cape Horn and a bloody encounter with the natives off the coast of Oregon, the expedition reached Nootka about the middle of September of the following year. Here it remained during the winter, engaged in fishing and hunting and preparing for the spring trade. After a hasty survey of the coast to the south, as far as Juan de Fuca Strait, Captain Gray started on the 3rd of May to the north, with his sloop *Lady Washington*, for exploration and trade. Penetrating the labyrinth of islands in his course, he discovered Queen Charlotte Islands to be separated from the mainland, and gave them the name of Washington, believing himself to be the first to make the discovery. Commercially, Gray was successful. It is stated that he received at one place, two hundred sea-otter skins, worth about eight thousand dollars, for an iron chisel. Returning, he arrived at Nootka in June. Here Captain Kendrick transferred the

cargo to his own vessel, the *Columbia*, and retained the *Lady Washington* to survey the coast, while Gray sailed for China, where he exchanged his furs for tea. Continuing his voyage westerly, Gray arrived at Boston in August, 1790, being the first man to make a voyage around the globe under the American flag. Of Captain Kendrick's explorations little is known. Obtaining a valuable cargo somewhere on the coast, he sailed for China and did not return till 1791. He lost his life on the Sandwich Islands by the accidental discharge of a cannon in 1793.

Attack by the Natives. (2.) Gray landing on the coast of what is now Oregon, at first found the Indians friendly. Furs were exchanged for iron and copper implements. Berries given by the Indians were very acceptable to the scurvy-stricken crew. This state of affairs did not long continue. An Indian seized a sword which one of the crew had left sticking in the sand, and ran off with it. The owner, following in pursuit, captured the thief but was in turn made prisoner by the natives and soon after killed. Three others of the crew, going in search of their lost companion, were attacked, and barely succeeded in reaching their boat after several of the savages had been shot and they themselves severely wounded.

SEC. 6.—SPANISH ENTERPRISE RESUMED.

Martínez and Haro's Expedition, 1789. (1.) Fearing English and Russian encroachments on what they considered their territory, the Spanish authorities in Mexico dispatched an expedition, on

the 17th of February, 1789, under the command of Martinez and Haro, to take possession of Nootka. Here they found Captain Douglas, who had accompanied Meares in his expedition, and took him prisoner. He was subsequently liberated for a certain consideration. Martinez, becoming dissatisfied with the fulfilling of this consideration, seized Meares's new vessel, the "*North West America*," which had just arrived in port, and afterwards the "*Argonaut*," a British ship under Captain Colnett, which arrived a month later. Both ships, with their crews as prisoners, were sent to San Blas. On the 10th of February, 1790, Spain reported the affair to the British Government, and requested that all trespassers upon Spanish territories be punished. An answer very different from what was expected was returned. England demanded that all vessels seized should be returned, and adequate compensation made for all losses sustained by her subjects. Thus began the *Nootka Controversy*.

Nootka Convention, 1790. (2.) In this dispute Spain enlisted the sympathy of France, and war seemed imminent. However, on the 28th of October, the matter was brought to a temporary rest by an agreement known as the *Nootka Convention*. By the terms of this treaty England secured and Spain reclaimed the right of commerce, navigation, and settlement on the un-

occupied part of the entire North-west coast of America. It was agreed that due compensation should be made for all individual losses sustained, and that England should not approach for settlement within thirty miles of any portion already settled by Spain. Don Manuel de las Heres and Rudolph Woodman were the commissioners afterwards appointed to determine the amount of loss sustained by British subjects in this seizure. Of a claim of six hundred and fifty thousand dollars, the commissioners, on the 12th of February, 1793, agreed upon the sum of two hundred and ten thousand dollars, to be paid Meares, Colnett, and Douglas

Elisa's Expedition, 1790-92. (3.) Soon after the Nootka Convention treaty, Martinez seems to have abandoned Nootka. Why he did so, is not certainly known, but, by order from Spain, Revilla Gigedo, the newly appointed Viceroy of Mexico, resolved to renew the occupation. For this purpose an expedition was dispatched from San Blas, on the 3rd of February, 1790, under the command of *Lieutenant Elisa*. Arriving at Nootka, he took formal possession on the 10th of July, by raising the standard and giving a general salute from the newly mounted guns. Then was made a general survey of the coast. Quimper, who accompanied this expedition, named the Haro Strait after his sailing master, but most of

the names given on this occasion have gone into oblivion. In the following year, Elisa explored the Juan de Fuca Strait and the Gulf of Georgia, which he named Rosario. This name was afterwards limited in its application to the water that separates Lopez Island from the mainland. Such modern names as San Juan, Guemes, Texada Island, and Port Los Angeles, were given by Elisa in 1791. The expedition returned to San Blas in the following year.

Nootka Abandoned, 1794. (4.) In consequence of a subsequent transfer of Spanish power on the west coast of America to the United States, the terms of the Convention treaty have been a subject of consideration between the United States and Canada in the adjustment of the boundary difficulty, in 1846. Though the claims of Meares and his associates were satisfactorily settled, Britain had much difficulty in reclaiming her possessions at Nootka. Vancouver apparently reasoned in vain. Finally, by a convention signed at Madrid, in 1794, by the respective ministers of the two nations, the matter was brought to a close. By the terms of this final treaty, the respective commissioners were to meet at Nootka, when the British were to take formal possession of their captured territory. Then both nations were to take formal leave of the port, either henceforth to make no permanent settle-

ment to the exclusion of the other. Spain seems to have made no further attempt at settlement, and Spanish power was lost, probably, for ever.

SEC. 7.—BRITISH ENTERPRISE.

Vancouver's Expedition, 1791-95. (1.) *Captain George Vancouver* sailed from Falmouth, England, on the 1st day of April, 1791. His instructions were to survey the Sandwich Islands on his way, and then proceed to explore the west coast of America between 30° and 60° of north latitude. The chief objects of this expedition were to find, if possible, the much-desired Anian Strait, supposed to exist between the two oceans; to learn what establishments had been founded on these coasts by foreign powers, and to take possession of certain property at Nootka in accordance with the convention of 1790.

Directing his course by the way of Cape of Good Hope, Vancouver first sighted the American coast when off California. Thence northerly and along the south shore of Juan de Fuca Strait, the coast was carefully surveyed. Admiralty Inlet, now known as Puget Sound, was also carefully surveyed. "Puget Sound" was a term first applied to the southern extremity of this inlet in honor of one of Vancouver's officers. Mount Baker was likewise named after Lieuten-

ant Baker of this expedition, who first sighted this prominent peak. On the 4th of June, 1792, Vancouver took formal possession, in the name of his Sovereign, of all the lands thus far explored. Our largest inland water was called "The Gulf of Georgia," in honor of the King, and Rosario Strait was a term confined in its application to its present limits. Much of this region was explored in company with Elisa in his expedition; Vancouver, however, preceded the Spaniards and passed through Johnstone Strait, which he named after one of his officers, and reached Nootka in August. The relations between the representatives of the two nations were extremely friendly throughout, and the region, first proved to be an island by the united survey, was named "The Island of Quadra and Vancouver," in honor of the English commander and the Spanish commissioner. The first term subsequently having been dropped, our Island is now known by the single term. Vancouver, in all, made several voyages to our coast. On every occasion strenuous efforts were made to secure Nootka to the British Crown by what he considered the terms of the treaty of 1790. Finally, learning that the respective authorities had arrived at an amicable settlement of the difficulties, on the 2nd of December, 1794, he sailed for home by the way of Cape Horn, thus making

a voyage around the globe. He arrived at his destination in October, 1795.

Hudson's Bay Company. (2.) As early as May 2nd, 1670, Charles II. granted to Prince Rupert and a company of associates, known as The Hudson's Bay Company, a large tract of land to the south of Hudson's Bay, which included all lands drained by rivers flowing into that sea. Although this magnificent grant was never permanently ratified by Parliament, its validity seems never to have been seriously questioned, and The Hudson's Bay Company for nearly two hundred years continued, not only to have control of the trade, but to exercise the power of life and death over subjects found in this territory.

North-west Company. (3.) Prior to 1763, while the country was still in the hands of the French, colonists from Quebec had penetrated the western wilderness for the purpose of hunting and trading in furs, and, skirting the shores of the great lakes, had established posts beyond the Lake of the Woods. When the country passed into the hands of the English, these early French colonists became British subjects, and to a limited extent continued the fur trade. Meanwhile, during the winter of 1783-4 a company called the North-west Company, composed of the most wealthy and influential citizens of

Montreal was organized for the purpose of engaging in the North-west fur trade. Availing itself of the experience of the early French-Canadians, who became engaged in the service, the company began rapidly to extend its posts in its new territory beyond the lakes, feeling assured that this vast region did not come within the jurisdiction of The Hudson's Bay Company. So vigilant were the officers and agents of this new company that its line of posts soon reached the Rocky Mountains, and one of the partners, Alexander Mackenzie, penetrating the mountains in 1793, by way of the Peace River Pass, reached the Pacific. Unparalleled success attended the enterprise.

A Collision. (4.) The Hudson's Bay Company, with its leading posts on the shores of Hudson's Bay, looked with a jealous eye upon the success of this new and enterprising company, and affirmed that its own territory embraced all lands drained not only by streams flowing into Hudson's Bay, but also by all streams flowing into lakes drained by rivers flowing into that bay. This, of course, included lands in the immediate possession of the North-west Company, and thus the two companies came into collision. Lord Selkirk's attempt at colonization and the numerous bloody feuds, in which the North-west Company was usually successful, need not

be described here. Fights and lawsuits were of no avail.

Union. (5.) Finally the dispute between the two companies came before the British Parliament, by which negotiation was effected, and on the 2nd of July, 1821, the two companies were merged into one. At the time of the union British Columbia had no fewer than fourteen trading posts, all in the hands of the North-west Company, which, in accordance with the act of union, became the property of the united companies, designated after the older, "The Hudson's Bay Company."

Mackenzie's Voyage, 1792. (6.) In the interest of fur trade, strenuous efforts were now being put forth to reach our coast from another quarter. In the autumn of 1792, Alexander Mackenzie, of the North-west Company, made his second attempt to discover the Pacific Ocean. His first expedition, following the course of the river that now bears his name, resulted in the discovery of the Arctic, and the frozen seas of the north, instead of the Pacific, which he had hoped to reach. This time, to counteract the mistake of the first expedition, he took a more southerly course and ascended the Peace River, hoping to effect a junction with some of the great rivers of the west and thus reach the

Pacific. In company with eight or ten men, who had pledged loyalty to their leader and his cause, on the 10th of October Mackenzie left Fort Chipewyan, a trading post on the western end of Lake Athabaska. By the 20th, New Establishment, one of the North-west Company's forts and the most western one east of the Rocky Mountains, was reached. This fort, at the time, was in charge of James Finlay. Never was a meeting more joyful, especially as the advent of visitors foretokened a new supply of provisions as well as of tobacco and rum. By the 2nd of November, a spot near the junction with the Peace River of a small stream flowing in from the south, was reached. Here a fort, called Fort Fork, was built, and winter quarters were prepared. The winter passed pleasantly away. A large canoe was built. Mackenzie brought into requisition his healing art, and many sick and wounded, not only of the natives but of his own men, were brought to him for treatment. By the month of May following, all were ready for departure. Many were the difficulties by the way, and many times was the loyalty of his followers severely shaken. Having their canoes frequently wrecked upon dangerous bars, they narrowly escaped with their lives; but, inspired by the courage of their noble leader, they pressed on. Finally, by the

17th of June, Mackenzie's heart was gladdened by the discovery of a river, whose waters flowing westerly must lead to the desired ocean. This river, called by the natives "Tacootche Tesse," he supposed to be the Columbia, but it proved to be what was afterwards named the Fraser. Mackenzie proceeded down this river but a short distance when reports from the natives concerning the dangers to be encountered in its navigation, caused him to conceal his boats and to proceed overland in a westerly direction for the distant coast. After encountering much of the experience incidental to a savage life, Mackenzie finally reached the Pacific at a point afterwards called Bentinck North Arm, on the morning of July 20th, and the Pacific ocean two days later, having thus, in a little over nine months accomplished one of the most notable voyages in the annals of Canadian history. In commemoration of this event Mackenzie marked in large letters on a rock these words:

ALEXANDER MACKENZIE, FROM CANADA BY LAND, THE
TWENTY-SECOND OF JULY, ONE THOUSAND SEVEN
HUNDRED AND NINETY-THREE.

(7.) In *Alexander Mackenzie* we find a man possessing many noble qualities. He possessed a bravery and a fortitude in advance of the age; a perseverance and a determination that suffer no defeat; a kindness and humanity that allowed no man to suffer, without causing him to put forth every possible exertion and to endure almost any hardship for his relief. In view of his notable voyages with all their attendant difficulties, we must concede

the wisdom of George III. in bestowing upon him the honor of knighthood, in commemoration of his services.

Capture of the Boston, 1802-03. (8.) The ship Boston, owned by Boston merchants, left England in September, 1802, for Vancouver Island, on a trading cruise. Captain John Smith was in command. The expedition reached Nootka about the middle of March of the following year. Here was found an Indian village, whose chief was called Maquinna. This man, being very friendly, was given a double-barrelled gun. He soon after returned it for repairs, and became greatly offended at the Captain's censure for breaking it. In the issue, we find a revelation of true savage character; vengeance must be had, not only for this offense, but for insults of an earlier date. With the accustomed native cunning, he induced the Captain to send nine men on a fishing expedition. All the rest, save two concealed in the vessel, were massacred by the savages. Those in the fishing expedition were soon overtaken, and met the fate of their comrades.

Jewett and Thompson. (9.) John R. Jewett, one of the two survivors of the Boston massacre, was a native of Hull, England. At the time of the onslaught by the savages, he was in the armory repairing muskets, while Thompson, the other survivor, was concealed in the hold of the ship. After Jewett had been nearly killed, his life was saved on account of his superior skill in repairing weapons. He in turn by his intercession, saved the life of Thompson. Their escape was crafty and marvellous. After they had toiled for about three years, repairing fire-arms and forging daggers for the savages, and had undergone all the hardships and inconveniences of a savage life, they were delighted by the arrival of a ship in port, called the Lydia. The Chief, Maquinna, wished to go on board, and solicited a letter of introduction from Jewett. A happy thought struck the slave—a letter he would write, the true contents of which should not be revealed to the Indian chief, till he found himself in chains, and held as a hostage for the liberation of his slaves. Jewett and Thompson were accordingly set free.

First Fort Established. (10.) The Peace River was first ascended to its source by James Finlay, in 1797. Eight years later, in 1805, James McDougall ascended the stream, and by following the course of the Parsnip branch, reached Lake McLeod, where a trading post was erected the following year. This establishment, called La Malice Fort, and later, Fort McLeod, was the first of the kind erected by British-American fur-traders, west of the Rocky Mountains.

Fraser's Voyage, 1806-08. (11.) Simon Fraser, with the design of establishing new trading posts in the far west, started on the 20th of May, 1806, from the Rocky Mountain House, the most westerly post at the time, with a suitable number of followers. Experiencing all the reverses and difficulties incident to an expedition of the kind, where one must wend his way over rugged mountain passes and winding streams, impeded by driftwood, cascades and cataracts, Fraser finally reached the river that now bears his name. Descending this river, the party arrived at a stream flowing in from the right, which they named the Stuart, after one of their number. Ascending the Stuart River, they, on the 26th of July, arrived at what was afterwards called Stuart Lake. Here was founded a fort, the memorable Fort St. James, which may be considered the first capital of the New Caledonia

region. In the following year, Fort George was built at the confluence of the Stuart and the Fraser Rivers. In 1808, Fraser immortalized his name by one of the most daring feats of history, namely, the descent of the great "Tacooteche Tesse" to its mouth, in a birch bark canoe. In honor of this event, the river received his name, and has borne it ever since.

Voyage of the Tonquin, 1810-II. (12.) For the purpose of establishing a trading post on the Pacific Coast, to be known as Fort Astoria, John Jacob Astor and Company dispatched the Tonquin, a ship of two hundred and ninety tons burden, under the command of Captain Thorn. On board was a crew of twenty-one men, besides many passengers. The expedition left New York on the 8th of September, 1810, and doubling Cape Horn, reached the mouth of the Columbia in March of the following year. Here Fox and a boat's crew were lost in a brave attempt at sounding for a channel during a storm, in compliance with the rash injunction of the captain. .

On account of the difficulties of securing a site, Fort Astoria was not begun for nearly a month. After obtaining all the furs available at this point, the expedition left for Nootka in search for more. Here an unfortunate affair occurred. A disgraceful encounter between the captain and the savages regarding the price of furs incensed the native anger. Thorn, who had seen service in the American navy, seems to have been a man haughty, brave, and quarrelsome, and yet he found more than his match in the crafty Indian Chief, Comcomly. The approach of fur-laden canoes, next day after the disagreement, delighted the Captain's heart. Purchases were readily made of the finest quality of sea otter skins, while bundles of a very inferior quality, in which were concealed weapons, were held at a very exorbitant price. Soon the work of butchery began. All, it is supposed, were murdered except the inter-

preter, a native of Gray's Harbor, who alone was left to tell the tale, and the Tonquin became the prize of the savages. She was afterwards blown up with a large number of natives on board. The truth regarding the cause of the explosion is wrapped in mystery.

Kamloops. (23.) The report that Astor and Company were about to establish a trading post at the mouth of the Columbia, soon reached the North West Company, and aroused it to renewed action. Accordingly, during the summer of 1810, an expedition was dispatched to the Pacific north-west coast, under the command of David Thompson, with instructions to establish stations wherever trade would seem to justify. By way of Yellowhead Pass, the party arrived at the junction of the North and South Thompsons. Here a fort was built and named Fort Thompson, but this name was subsequently changed to Fort Kamloops. This trading-post has since developed into a prosperous and rising town of the Interior.

SEC. 8.—THE NATIVE RACES OF BRITISH COLUMBIA.

Native Tribes. (1.) The native races of British Columbia, known as the Columbian group, may, for convenience, be divided into three families, viz: the Haidah, the Nootka, and the Shuswap or inland tribes. The Haidahs occupy Queen Charlotte Islands, and the adjacent coast region north of latitude 52°, extending along the coast for about 300 miles and 100 miles inland. The chief tribes are the Hailtzas and Bella Coolas, around Bentinck Arm; the Sebasas, on Pitt Archipelago and the adjacent shores;

the Naas and the Skeenas, on rivers of the same name; the Chimsyans, on Chatham Sound; the Kaiganies, on Prince of Wales Archipelago; the Massets, the Skidegates and the Cumshawas, on Queen Charlotte Island.

The Nootka Indians inhabit the shore to the south of the Haidahs, including Vancouver Island. These include the Kwantlums and Teets, near the mouth of the Fraser River; the Clallums, the Sookes and the Patcheenas, on the south end of Vancouver Island; the Cowichans, the Ucletas and the Comox, on the east coast of the Island and on the Mainland opposite; the Quochoolds, and Newittees to the north; and the Nootkas, the Clayoquots and the Nitinats, on the west of the Island on Sounds now bearing these names.

The Shuswaps include three tribes: the Atnahs, found along the upper course of the Fraser; the Okanagans, occupying the valley of the same name; and the Kootenays, occupying the territory between the Upper Columbia and the Rocky Mountains.

The Haidahs. (2.) *The Haidahs* are a tall and well formed race. Their eyes are small. Their faces are broad with high cheek bones. Their hair, of a dark color, is sometimes shorn close to the head. By a peculiar custom, the rank of chief is hereditary in the female line. The Hai-

dahs are a maritime people, and among them deep-sea fishermen and whale hunters take highest rank. Though brave and courageous, they rarely engaged in open warfare, but by stealth and by night attacks aimed to defeat the foe. Captives in war were regarded as slaves, and were sometimes treated with great cruelty. Polygamy was practised, the number of wives to a great extent being regulated by the wealth of the husband. The Haidahs are an intelligent race, readily influenced by proper training to manifest much nobleness of character.

The Nootkas. (3.) Like the Haidahs, the Nootkas live by fishing, and are rapidly diminishing in numbers since the coming of the whites. They are of medium size but strong, with very plump bodies and usually large feet and ankles. They have a broad face, with a low, retreating forehead, a flat nose with wide nostrils, and a complexion somewhat darker than the Haidahs. Their hair, which is usually worn long as a mark of honor, is very dark. The Chief's rank is hereditary in the male line. Below the Chief is a nobility, a rank obtained by liberality or deeds of valor. A season of mirth lasts from about the middle of November to the middle of January. This is occupied principally in conversation, gambling, feasting and dancing. The old and infirm

are frequently left to die in the forest. The Nootkas are usually quiet and well behaved, but when once aroused they are exceedingly irritable and revengeful, and rarely forget a grudge.

The Shuswaps. (4.) The Shuswaps are considered more cleanly and of a higher order than either of the coast tribes. They live mainly by the chase and perform remarkable feats of courage and horsemanship. Most of their time is spent on horseback, and both men and women are considered expert riders. Unlike the coast Indians, their hands and feet are small, their limbs straight, their bodies light and symmetrical. Children from their infancy are taught to undergo great hardships. These tribes are healthy but short-lived. Human sacrifice was at one time practised. The bodies of the dead were either buried in the ground without a coffin or suspended from a tree. The Okanagans sometimes bound the body upright to the trunk of a tree. Theft was not uncommon, especially from a foreign tribe. Whatever the cause, a Shuswap rarely committed an offense against members of his own tribe.

CHAPTER II.
HUDSON'S BAY CO. RULE.

SEC. 1.—COLONIZATION AND FUR TRADE.

Founding of Fort Langley, 1827. (1.) The lower waters of the Fraser were as yet virtually unexplored. In the fall of 1824, by direction of *George Simpson*, Governor-in-Chief of The Hudson's Bay Company, an expedition under the command of James McMillan, left Fort Vancouver, on the Columbia, for the purpose of exploring the Lower Fraser. This expedition, the first to enter the Fraser by its mouth, made the necessary explorations for the time and returned. Nothing further, however, was done towards establishing a fort in that locality for three years. In June, 1827, an expedition of twenty-five men left Fort Vancouver under the same commander and marched overland to Puget Sound. Here they embarked in the schooner *Cadboro*, which they found in readiness. Anchoring, on the 12th, at Point Roberts Bay, a party of twelve went ashore to seek a site for a fort. Not satisfied with the locality, they weighed anchor. On account of opposing currents much difficulty was experienced in enter-

ing the Fraser; finally, on July 26th, a spot was reached, some sixteen miles above where New Westminster now stands, which was considered a suitable situation for a fort. Here, accordingly, was erected, by the middle of September, a rectangular fort, one hundred and thirty-five feet long and one hundred and twenty feet broad, enclosed with pickets and called Fort Langley.

Governor Simpson's Visit, 1828-29. (2.) George Simpson, who by his energy and intellectual ability, had risen from a humble position to the dignity of Governor-in-chief of all the Hudson's Bay territories in America, planned a visit to these western posts in 1828. The general aim of the expedition was to make a favorable impression upon the natives and to learn of the efficiency of the Company's officers and servants. During Governor Simpson's regime, which lasted from 1821, for a period of forty years, his authority was nearly despotic.

The Governor and his party, consisting of some eight or ten men, left York Factory, on Hudson's Bay, in July, 1828. By the way of Lake Winnipeg and Peace River Pass, the party arrived at Fort St. James in September. Here James Douglas was in command. Calling at the various posts along the Fraser, where the Governor gave his usual exhortation, the expedition

arrived at Fort Langley on the evening of the 10th of October. The party returned by way of the Columbia.

The Cadboro and the Beaver. (3.) The schooner *Cadboro* and the little steamer *Beaver* are not to be forgotten in connection with the early history of the Province. The *Cadboro* was built at Rye, England, in 1824, and first arrived on this coast in 1827. Although only a double-masted schooner, 56 feet long, she did ample service for The Hudson's Bay Company as a coast trader around these shores till 1862, when she ran ashore at Port Angelos in a gale and remained. Her name was given to a small sheet of water to the south of Vancouver Island, which she was the first to enter. She was also the first vessel to enter the Fraser River, on the occasion of McMillan's expedition in 1827.

The *Steamer Beaver* was built at Blackwall, England, in 1835. She came around Cape Horn as a sailing vessel, and arrived at Fort Vancouver, on the Columbia River, in 1836, where her machinery was set up. She made regular trips up and down the coast, gathering furs and trading with the natives. Her most northern port was Fort Simpson. Having a crew, always kept well armed and under the best of discipline, she was never taken by surprise. She finally ran aground at the entrance of Burrard Inlet, where she remained for a number of years, an aggravating spectacle to the lover of antiquities. She was accidentally struck by the steamer *Yosemite* in June, 1892, and knocked to pieces, thus frustrating the designs of a Company to exhibit the old hulk at Chicago in 1893.

Founding of Victoria, 1843. (4.) The Company's headquarters on the Columbia River, were in the immediate vicinity of the disputed boundary line, which, as yet, was undefined. A strong probability existed that by the final adjustment of the line, this leading post of the Company,

in its present location, might be placed within the limits of American territory. This, coupled with a desire to extend their agricultural operations, led the authorities to select a favorable site farther to the north. The south of Vancouver Island was, after careful investigation, decided to be the best locality on the coast, not only to meet the present wants of the fur company, but to become the metropolis of future colonization, and also to meet the demands of the increasing whaling interest of the Pacific. A careful survey was made during the summer of 1842. On the 1st day of March, 1843, Mr. James Douglas in command of some fifteen men, left Fort Vancouver for the purpose of carrying into execution the contemplated enterprise. Marching overland to Nisqually, and making the necessary preparations there, the party embarked on the steamer Beaver and arrived at Camosun Harbor about four o'clock in the afternoon of March 14th. Here a scene of surpassing beauty met the gaze. No sound save that of the gentle ripple of the surf upon the beach and of the paddles of the little steamer broke the monotony of the tranquil scene. Soon around the frail craft flocked the savages, but with no hostile intent. These in due course rendered valuable assistance to the fort builders, by supplying pickets, receiving one blanket

for every forty pickets supplied. By the third day active operations at building had begun, and by the middle of June the work of building was completed. Mr. Charles Ross was placed in command, and Mr. Douglas soon after on board of the Beaver took his departure, having thus founded, not merely a trading post, but what was soon to become a prosperous and wealthy city. Before a year, by the death of Ross, Mr. Roderick Finlayson was called to the command.

In 1845, by direction of the London authorities, the name was changed from Fort Camosun to Fort Albert, and almost immediately afterwards to Victoria in honor of the Queen. In 1852, Victoria was first laid out into streets. The limits of the city at that time were what is now called Government street on the east, Fort street on the south, Johnson street on the north, and the harbor on the west.

The Old Fort. (5.) The old fort was considered the best on the coast. It was an enclosure of over one hundred yards square, surrounded by cedar pickets, twenty feet in height. On two of the opposite corners, were octagonal bastions, about thirty feet in height. Each of these contained six cannon, the presence of which, coupled with the hourly call of "All is well," during the silent hours of the night, enabled the inmates to sleep on with perfect indifference to the surrounding savages. The enclosure contained the various residences, the store rooms, cook rooms, carpenter and blacksmith shops, a magazine and a prison. These were located on the sides of a main street passing through its centre.

Early Fort Life at the Capital. (6.) The reminiscences of early fort life carry with them many pleasing associations. Denominational differences and political party strife were things comparatively unknown. At the *Old Fort* at the Capital, social suppers were not infrequent, to which friends were invited, and a kindly feeling generally prevailed. True, disagreements sometimes occurred, more especially over their diet, as the English and the Scotch could rarely agree, the one wanting his beef and beer and the other his oatmeal.

Here the Rev. Robert J. Staines, a zealous advocate of temperance and a deadly opponent of tobacco, had been appointed by the Company to look after the spiritual and intellectual interests of the colony. The mess room, which served almost every purpose, was turned into a chapel on Sundays when religious services were held.

Amusing Incident. (7.) As a matter of fact, in the early days, The Hudson's Bay Co. sold no liquor to either the Indians or the white men. A limited allowance was afforded to the servants of the Company, but not in sufficient quantities to intoxicate. On one occasion many of the men at the Fort got drunk. Someone evidently had stolen some rum, and had been treating his companions. A search having been instituted, beneath the floor of one of their

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houses was found a barrel of the stolen rum. This, by order of Mr. Douglas, was rolled into the Fort yard and, to teach the culprit a lesson, the head was knocked in. Down the gutter ran the liquid. Some of the men, "down on their knees, scraped it up mud and all, while others lapped it like dogs." More drunkenness was imminent. Dr. Helmcken came to the rescue and, playing a practical joke, sprinkled the gutter with tartar emetic, which proved a somewhat disagreeable but efficient preventive.

Treatment of the Indians. (8.) In the main, at Fort Victoria as elsewhere, the Indians gave but little trouble. The Company having made itself necessary to the Indians' welfare, could, by simply withdrawing its favor, secure great power over the native chiefs. In his treatment of the Indians Mr. Douglas was ever opposed to harshness, yet an offender against law and order rarely escaped justice. On one occasion a Songhese Indian killed a cow. Douglas determined that the offender should be punished, and dispatched J. W. McKay, in charge of three boats to secure the culprit, but with strict orders not to fire or injure any one if possible to avoid it. The little troop was soon brought face to face with some five hundred Indians, who immediately boarded the boats and took the muskets from the men. Thus the battle ended, ap-

parently with no success, and with no loss of lives or destruction of property. The party soon returned, leaving the muskets in the possession of the Indians. The calmness of the men, however, disarmed hostility, and next day the Chiefs came to Douglas, returned the muskets and offered to pay for the cow.

SEC. 2.—THE BOUNDARY DIFFICULTY.

Disputed Territory. (1.) The United States and Canadian boundary line west of the Rocky Mountains, was as yet undetermined, and the Oregon Territory, or large region between 42° and 54° , $40'$ of latitude was disputed territory. Each nation based its claim to this territory on the right of discovery and exploration. The difficulty of arriving at a satisfactory decision in locating the boundary line, kept the matter in abeyance for upward of twenty-eight years. Astoria had been built at the mouth of the Columbia, during the summer of 1811, by Astor and Company, an American fur-trading corporation. During the period of strife, on the 16th of October, 1813, the establishment had been sold to the North-west Company, under duress, as claimed by the United States authori-

ties, but at a fair consideration as claimed by Britain.

Fort Astoria Restored. (2.) By the terms of the Treaty of Ghent, by which the American war of 1812-14 was brought to a close, all places captured by either power, during the war, were to be restored to their original owners. The United States authorities, accordingly, resolved to recover Fort Astoria, which had been in the peaceful possession of the North-west Company for about five years, by whom it had been placed under the British flag, and called Fort George. The Ontario, a sloop of war, was accordingly dispatched to the mouth of the Columbia, where she arrived in August, 1818. The British flag was lowered, and the American banner hoisted in its stead, and Fort George was again known as Fort Astoria.

To this act England finally agreed, but stipulated in the meantime, that all other territory outside of Astoria should be held as neutral ground, and that the rights of the North-west Company should be respected.

The London Convention. (3.) Regarding the boundary line, an agreement was also arranged between the two parties that all differences should be settled by a convention, to be held in London, on the 20th of October, 1818. By this conven-

tion, however, the boundary line was left undetermined for a period of ten years from the date of the convention, as it was considered inconvenient and unnecessary to settle the matter at the time. During these ten years, continued negotiation was in progress. England based her claim to the country mainly upon early discovery and upon possessions as acquired by the Northwest Company. The United States based her claim on the explorations of Grey, Lewis and Clark, the founding of Astoria, and her acquisitions from France and Spain. Many difficulties lay in the way of arriving at a satisfactory conclusion.

The Boundary Difficulty Settled, 1846. (4.) In 1824, a conference took place, in which the United States offered the 49th parallel as the boundary. Britain offered the 49th as far as the Columbia, and then to follow that stream to its mouth. There the matter rested. After repeated negotiations of no avail, a compromise was made in August, 1827, to the effect that joint occupation should be renewed, subject to abrogation by either nation giving a year's notice. Each nation hoped, in the meantime, to increase its hold upon the country, and accordingly much was said and written in defence of the respective claims. The United States became anxious for colonization, but this could not be

successfully accomplished in a territory suspended between two rival powers, and virtually in the possession of a fur company. On the 22nd of May, 1846, the President of the United States, by request of his Government, informed the British authorities of his intention of abrogating the terms of the convention of 1827. A treaty was signed at Washington on the 15th June, following, when all matters in dispute were amicably settled. The boundary line agreed upon was the 49th parallel to the Gulf of Georgia, thence deflecting southerly through the centre of the channel to the ocean. Much dissatisfaction has been expressed with the terms of this treaty.



CHAPTER III.
COLONIAL RULE.

SEC. 1.—VANCOUVER ISLAND UNDER HUDSON'S
BAY COMPANY RULE.

An Imperative Change, 1849. (1.) A change was soon to come. The boundary line had been settled by the Oregon Treaty in 1846. A tide of immigration to the west had set in. The Hudson's Bay Company, as well as England, knew that the 49th parallel and Juan de Fuca Strait would form no barrier to the onward march of colonization and settlement. One thing remained to be secured, which was in direct antagonism to the interest of the fur-trader, and that was proper legislation for the well being of the settler. This coast was too fine a territory to be held in its native wilds under the control of a fur company. But how was the change to be secured? The Hudson's Bay Company's charter to exclusive trade did not terminate till 1859, and its claim must be duly considered. Earl Grey, the premier of England, at the time, saw the difficulty, and placed before himself the task of seeking a remedy.

The Company's Requests. (2.) If a change was to come, the Company had, at least, two reasons for desiring to have the control of the Island. First, should it secure the Government for itself, it would be able to regulate the colonization to its own pecuniary advantage; and second, it would secure the power to regulate and control the sale of liquor to the natives, which interfered with trade.

Scarcely was the boundary line settled when the Company applied to Earl Grey for protection in Vancouver Island. Not receiving a satisfactory reply, it made another request in September of the same year, asking a grant of the Island, by which its government and colonization might be entirely in the hands of the Company. The plea for this presumptuous request was the rapid growth of Fort Victoria, its establishment, in the south part of the Island.

Charter Before Parliament. (3.) After prolonged negotiations, in which the Company even expressed its willingness to undertake the colonization and government of all the territories of the Crown in North America, a grant of the Island alone became a serious question for the consideration of the Imperial Government.

To grant more than the Island was not deemed advisable for many reasons. It was thought that the difficulties attending its colonization

should first be overcome. Moreover, the natives on the Mainland were a constant menace to the lives and property of the colonists, should attempt at settlement be made there without proper precaution for their safety. Finally, learning the mind of the Imperial Government in this particular, the Company was emboldened to present its requests in due form, and a draft of a charter granting the Island of Vancouver was laid before Parliament in 1848. Much opposition to the movement was expressed both in and out of Parliament. One of England's greatest statesmen spoke against it. The colonization of the Island was considered premature, and the officers of the fur Company were not considered the proper persons to whom such an undertaking should be granted. Their sole aim, it was alleged, was to make money by the fur-trade, and, therefore, they had not the colonization of the country at heart.

The Island Granted to the Fur Company. (4.) The matter, however, was referred to the Privy Council Committee on trade and plantation, who reported in the following month, that, in the opinion of the committee, the draft should be slightly amended. These changes being effected to the satisfaction of both parties, on the 13th of January, 1849, the grant was con-

summed and Vancouver Island passed into the hands of the Company for purposes of colonization.

By the terms of the charter, The Hudson's Bay Company was given the Island with all its mines and the royalty of its seas. It was to hold complete dominion, subject only to the British Crown and a yearly rent of seven shillings. It was to settle the Island within five years or forfeit the grant; to dispose of lands for purpose of colonization, retaining one-tenth of the money received for such sales, as well as from the sale of minerals, and devoting the rest to improvements upon the Island. The Imperial Government retained the right to redeem the Island at the expiration of ten years, in 1859, by paying the Company its actual expenditure for colonization.

Early Colonization. (5.) W. C. Grant, a Captain of an English Cavalry regiment, was the first real settler for five years subsequent to the formation of the Crown Colony. In company with eight colonists, brought out at his own expense, Grant arrived at Vancouver Island in June, 1849. After making a preliminary survey, he began a settlement at Sooke Harbor, some twenty miles to the south-west of Victoria. His ambition was to establish a Scotch colony on the Island; but, becoming tired of his solitary life, and discouraged by seeming adversity, he sold out at the expiration of two years, and departed from the country.

The bark Norman Morrison arrived at Victoria in March, 1850, with eighty immigrants on board, from whom are directly descended many of the leading men of our province to-day.

The Tory arrived the following year with a large number on board, many of whom subsequently dispersed to the different posts of The Hudson's Bay Company. In two years the Company had brought out about two hundred people.

In 1853 appeared the Norman Morrison, on her second voyage, with two hundred additional colonists. These engaged themselves to the Company for five years, receiving for their services from twenty-five to thirty acres of land, payable at the end of the term.

First Governor Appointed. (6.) Early in the negotiations the Company had stipulated that the appointment of Governor should be vested in the Crown; but when the grant was consummated, the Company secured for itself the privilege of nominating the Governor, the Imperial Government reserving to itself the right to accept or reject the nomination.

While negotiations were yet pending, some six months before the consummation of the grant, Sir John Pelly, the Governor of the Company, named and recommended James Douglas as the most suitable person to represent Her Majesty on the Island, and meet the wishes of the Company, as he was a man of property, a chief factor of the fur Company, and a member of the board at Fort Vancouver, which controlled the Company's affairs west of the Rocky Mountains. But Earl Grey, the British Premier, declined Douglas, having, it has been supposed, some personal interest in view, or perhaps some political end to serve.

Who, then, was to be Governor? No further choice seemed to remain in the mind of the Company, as it readily conceded to the Imperial Government the privilege of nominating as well as appointing, a concession not found in the grant. So when Richard Blanshard was suggested, the Company, having little or no knowledge of him, indifferently offered no objections, and the first Governor of British Columbia received his appointment accordingly. After a tedious voyage of about four months by way of Panama, he arrived at Victoria, on the 18th day of March, 1850.

Governor Blanshard's Difficulties. (7.) Colonization of Vancouver Island up to the time of Blanshard's arrival, was exceedingly meagre. Attempting settlement, The Hudson's Bay Company had published a prospectus and advertised for colonists. Of the place, however, little was known, and emigrants had no inducement to make a journey of five months to a country supposed to be occupied by savages. The colonists, accordingly, were not forthcoming. No one to govern; absence of any proper means of conveyance to his destination; no one to extend him the cordial hand of welcome on his arrival; no official headquarters and no associates even, save the independent and seemingly haughty Hudson's Bay officials and their servants,—these

were among the difficulties of the first Governor.

Governor Blanshard soon became aware of the farcical position he now held. A misunderstanding arose regarding his salary. He considered he had been promised one thousand acres of land as compensation for his services. This was explained by Douglas, who acted as agent for the sale of land upon the Island, to mean the use of one thousand acres during his stay as Governor. Thus Blanshard was practically left without a salary.

At the best Governor Blanshard's position was a peculiar one. Having Imperial instructions to call a Council, he found no one eligible for a position in such a body, save members of The Hudson's Bay Company. These he determined to control, rather than be controlled by them. He informed the Imperial Government to this effect and matters rested, waiting their instructions.

Blanshard Resigns. (8.) Blanshard is to be considered a conscientious and straightforward man with but moderate intellectual ability. Love of popularity was his greatest fault. He found no dignity in a position where his services were neither needed nor worth being paid for. This, coupled with ill health and other matters of personal interest, caused him on the 18th of November, 1850, to tender his resignation, which

was accepted by letter dated the 3rd of the following April. A successor had not yet been appointed. So in conformity to a petition signed by a number of the leading residents of the Island, who did not wish to be left without a ruler, he delegated his authority to a Council, and administered the oath of office. Then a few days later, on September 1st, 1851, Blanshard departed for his native land.

Difficulties at Fort Rupert. (9.) To add to the difficulties of Blanshard during the summer of 1850, an insurrection broke out among the colliers at Fort Rupert. This was aggravated by the murder of four sailors, who had deserted one of the Company's vessels. This crime had been perpetrated by some Newitsee Indians, who had been sent to capture the deserters. To satisfy the revolted colliers and the hand of justice, the Governor hastened at his earliest convenience to Fort Rupert. The Chiefs refused to give up the murderers. In the issue, the full force of justice fell upon the entire tribe of Newittees, whose village was destroyed with loss of lives and property.

Mr. Douglas Appointed Governor, 1851. (10.) Since June, 1849, the Company's headquarters had been fully established at Fort Victoria, with Douglas as Chief Factor. Though he nominally held no imperial authority previous to September, 1851, yet virtually, as the head of the dominant and powerful monopoly, he exercised a material influence in nearly every colonial movement. By his appointment as head of the provisional council, nominated by Blanshard in August, 1851, he tasted the sweets

of power. A few days later, he received his Imperial Commission as Lieutenant-Governor, and took the oath of office in November of the same year. Thus centred in one man the interests of The Hudson's Bay Company and those of the Colonial Government, two very different and antagonistic elements. This would seem unfortunate, but so meagre was colonization during Blanshard's rule and for several years afterwards, that Colonial authority was in very little demand, and Douglas could mete out justice and mercy, and advance colonization according to his own conscience or at the dictation of The Hudson's Bay Company.

Failure to Colonize. (11.) The Company, however, seemed not the proper party to undertake the colonization of Vancouver Island, and much adverse criticism has accordingly been placed upon the statesmanship of Earl Grey on account of his lavish distribution of Colonial property, and for even supposing that successful colonization could take place under the control of a monopoly whose interests were in a measure opposed to settlement. However, advantages were possessed by it over any other corporation for the purpose of colonization. It was already in the field with a vast store of wealth at its disposal, and in possession of a commercial organization unequalled in the history of the

world. It had also an entire acquaintance with the country. But these might be used as agencies in its own hands, solely for its own advantage, as the past history of the Company had most conclusively demonstrated.

Price of Land. (12.) Another stroke of mistaken policy was the price demanded for Crown lands. In accordance with the terms of the charter, land was to be sold at a fair price. Earl Gray suggested one pound per acre, and the Company was quite willing to abide by his decision. To ask one pound per acre for land in its primeval condition, remote from the conveniences of civilization and with comparatively limited portions fit for agriculture, was in itself enough to ensure positive failure.

Other Causes of Failure. (13.) Again, every settler, under the grant, must locate five men or three families on every hundred acres of land secured from the Company. The chances of settlement of Vancouver were, certainly, very slim, considering the fact that grants of 640 acres were freely given across the border, with no disadvantages, except, perhaps, the lawlessness that prevailed there.

At this time the gold mines of California were in full blast. Colonists were attracted hither, and failure to colonize has been assigned

to emigration; but, after the mines had become exhausted and miners were wending their way home, had the inducements to colonization been sufficiently attractive, numbers, possibly, would have made their way back, preferring their own flag to that of a foreign power.

Again, all trade was in the hands of the Company. There was no money, and no intercourse with the outside world, except through the medium of the Company. Much of the best land, also, had been secured, so that the incoming settler had to accept detached portions isolated from the centres of colonization. Under such circumstances, coupled with the immense distance immigrants must come, colonization proved to be very slow.

The Charter in Danger. (14.) By the terms of the charter, unless a certain progress in colonization were made by the end of the fifth year, the Island would revert to the Imperial Government. It soon became evident to the London authorities that something must be done to encourage settlement, or the Company would lose its charter. It might attempt to excuse itself by claiming that if colonization were slow, it was not the Company's fault; but excuses might not satisfy the Imperial authorities. Hence, it released some of its reserved lands, influenced some of the servants of the Company to become

settlers, and gave more encouragement to settlement. The servants themselves soon came to prefer colonial rule, and to a certain extent identified their interests with the colonists.

All thought the island should be taken under the management of the Imperial authorities at expiration of the five years. A petition was accordingly presented to the Imperial Parliament, in 1853, signed not only by the leading men of the Island, but even by the chief officials of the Company, who had their personal interests in view.

Charter Renewed. (15.) The Company, however, pointed to its peaceful rule, the absence of crime under its authority, and expressed its determination to promote colonization by every possible means. It thus secured the extension of the grant for another five years, and Douglas in his double position, continued to rule.

Representative Government. (16.) Governor Blanshard had been instructed in his Imperial Commission to nominate a council, as soon as convenient, to assist him in the government of the country. This, however, on account of the paucity of settlers, he failed to do; but just previous to his departure, he nominated, August 27th, 1851, a council of three, in whose hands authority might centre, pending the appoint-

ment of a new Governor. The council thus nominated consisted of Messrs. Douglas, Cooper and Todd. Mr. Douglas received his appointment as Governor in September, 1851. Then he substituted Mr. Finlayson's name for his own. Mr. Work afterwards became a member of the first council. Governor Douglas managed the affairs of the Colony during the first five or six years of Colonial Rule, to the apparent satisfaction of the Imperial Government. Finally, British statesmen began to question the validity of a Crown Colony not governed by a body at least partially representative. Accordingly, on the 28th of February, 1856, the Secretary of State for the Colonies wrote Governor Douglas, instructing him to call an Assembly at once, in accordance with the terms of his commission. The Governor had been empowered by his instructions to divide the Island into electoral districts and fix the number of representatives for each. This he did by proclamation on the 16th of June, 1856. The first Assembly, which was the only one prior to 1859, was convened on the 12th of August of the same year.

First Assembly, 1856. (17.) The Island was divided into four electoral districts, to be represented as follows :—Victoria, by three members; Esquimalt and Metchosin, by two members; Nanaimo, by one member; Sooke, by one member.

A resident to be eligible for appointment as representative, must be the owner of freehold estate to the value of three hundred pounds. The property qualification of voters was fixed at twenty acres of land or more. In this first Assembly Victoria was represented by J. D. Pemberton, James Yates and J. W. McKay; Nanaimo, by John F. Kennedy; Esquimalt, by Thomas Skinner and J. S. Helmcken; Sooke, by John Muir. Helmcken was chosen Speaker.

The first Legislative Assembly met first in a room in the old fort, near where the Bank of British Columbia now stands. This room was 20 feet long and 12 feet wide, lined with upright planks, unpainted and unadorned. In the centre stood a large sheet-iron stove, and at the end a home-made table for the Speaker. Around the table stood half a dozen chairs for the members, and in the rear, two benches without backs, for the audience. Such was the small beginning of British Columbia's public institutions.

Chief Justice Appointed. (18.) Prior to the close of 1853, the office of Chief Justice was vested in the Governor; but this centering in himself the office of sheriff, judge, and executive, in addition to his duties as Governor, Douglas did not like. So he nominated David Cameron to fill this important trust. In 1864, Mr. Cameron retired on an annual pension of £500. In 1869, his successor, Mr. Needham, was knighted, and appointed Chief Justice of Trinadid, W. I. I., when Mr. Begbie, now Sir Matthew, received the appointment, which he still (1893) holds.

Colony of Vancouver expires. (19.) Douglas's commission as Governor of Vancouver Island, expired in September, 1863. As many on the Island wished separate governors for the two Colonies, Captain Kennedy was appointed his successor, and landed at Victoria in the following year. Governor Kennedy held the position till November, 1866, when, on account of financial inability to pay the civil list, coupled with a local ambition to centralize the trade, the Government of Vancouver, by Imperial authority, was merged into that of British Columbia, and the Colony of Vancouver Island ceased to exist.

SEC. 2.—SAN JUAN DIFFICULTY.

Double Possession. (1.) By the treaty of 1846, the international boundary was to be the centre of the channel between Vancouver Island and the Mainland. This was very indefinite. The Haro Archipelago lies in about the centre of this channel, and was claimed by both nations; hence the difficulty. Some three years previous to this treaty, The Hudson's Bay Company had placed their herds upon the islands. In 1854, the United States customs officials, considering the islands American Territory, demanded customs dues on a new importation of live stock by the Company. To offset this demand, Gov-

ernor Douglas and a customs officer from Victoria visited the islands, which they claimed as a British possession, and on which they hoisted the British flag. The American flag in turn was raised, and thus the matter rested, customs dues being uncollected.

About the same time the property on the islands was assessed by the American officials. As the taxes were not paid, in March, 1855, the sheriff seized and sold at auction some thirty or more sheep of The Hudson's Bay Company. For this and subsequent losses, the Company presented a claim of \$15,000. The Secretary of State, learning of these difficulties, instructed the local authorities to refrain as much as possible from such acts as would create national discord, until the authorities should arrive at some amicable settlement of the matter, and promised to notify the British Government accordingly.

Commissioners Appointed. (2.) For the purpose of bringing the matter to a speedy termination, commissions were appointed. Captain Prevost represented British interests, and Archibald Campbell, those of the United States. These with their respective assistants had their first meeting in June, 1857. The claims of both nations were amply discussed, with the only result of increasing the feeling of ownership among the people of the United States.

Meanwhile affairs were not moving along pleasantly on San Juan Island. The Northern Indians were exceedingly troublesome to the American officers. Taxes that were imposed, were never collected, till they aggregated nine hundred and thirty-five dollars.

Shooting the Pig. (3.) In 1859, occurred a trifling circumstance that came near creating an international broil. A pig, belonging to The Hudson's Bay Company trespassed upon the garden of an American citizen, named Cutler. Cutler shot the pig, and afterwards offered to pay for it; but the demand being so great, full payment was refused. An alleged attempt to seize Cutler by British officials to enforce payment, coupled with Indian hostilities, caused the American general, Harney, to order troops to the Island to take possession in the name of the United States.

Douglas and Harney's Dispute. (4.) This action caused intense indignation among the officials at Victoria, and Governor Douglas issued a proclamation protesting against the action, and claiming the Island as British territory. Harney, however, remained firm in his determination to retain possession of the Island, and the Governor refrained from hostilities, waiting the decision of the commission, then pending, though

a rupture on more than one occasion seemed more than probable.

Lord Lyons's Proposition. (5.) In August, 1859, Lord Lyons, imperial Minister at Washington, received instructions from the home Government, for the sake of peace, to offer a compromise and adopt a line dividing the group of islands, putting San Juan on the British side, and Orcas and Lopez, the two next largest on the American side. By this time, however, San Juan was occupied by American troops, which, by a misunderstanding of the attitude of British colonial authorities, the president refused to withdraw, and Lord Lyons's proposition fell to the ground.

Scott's Visit. (6.) To arrange matters, General Scott was dispatched to this coast, by the American Secretary of War, to confer with Douglas, and, corresponding from Fort Vancouver, proposed, till matters should be permanently settled, that each nation should support troops on the Island, not to exceed one hundred, to protect their respective subjects. To this the Governor took exception, as he deemed protection unnecessary, and denied the existence of an attitude of hostility of colonial authorities towards the United States Government, and urged the withdrawal of American troops and promised on his part to withdraw the naval

force in the harbor. To this General Scott practically agreed and ordered his troops to be reduced to one company of infantry, and cordially requested Douglas to supply the same number. This conciliatory measure disarmed hostility and left the Island in peaceable possession of a double ownership, pending future settlement.

Washington Treaty. (7.) For the purpose of settling a number of international questions, five commissioners proceeded from England to the American Capital and concluded, on the 8th day of May, 1871, what is known as the Washington Treaty. By one article of this treaty, it was stipulated that the San Juan Difficulty should be submitted to the arbitration of the Emperor of Germany. After examining carefully prepared statements of the facts by both parties, the Emperor rendered his decision October 21st, 1872, which ceded San Juan to the United States. Soon after by order of the Imperial Government, British troops were withdrawn, and for the first time there was no dispute about the international boundary.

SEC. 3.—THE GOLD EXCITEMENT.

Early Discoveries. (1.) Between 1850 and 1852 gold was discovered in small quantities on both Vancouver and Queen Charlotte Islands, and numerous expeditions were fitted out for our northern coasts, seeking the hidden treasure. In the main these enterprises proved futile. About the same time gold had been discovered by the natives on the banks of the Thompson. Prospecting expeditions hastened thither. The Colville mines were discovered in 1855. Gold is said to have been first discovered in paying quantities at Nicommen near the junction of the Thompson with the Fraser.

Great Excitement. (2.) The news of the success of the various expeditions soon reached San Francisco. The greatest excitement prevailed, and day-dreams of untold wealth seized the mind of society. Old miners and youthful adventurers from all quarters and of all nationalities hastened to the gold fields of British Columbia. Over 33,000 left San Francisco for the Fraser in the summer of 1858. Three thousand are said to have arrived at Victoria in one day, and for want of accommodation to have encamped in tents.

Douglas Assumes Authority. (3.) More responsibility is about to fall on the shoulders of Douglas.

The Queen's representative on the Island held no such authority on the Mainland; but as Chief Factor for The Hudson's Bay Company in this New Caledonia, all authority, regulating law and order, naturally, in the absence of a Crown officer, centered in him. At all events, being assured by substantial evidence that gold was being discovered in paying quantities, Douglas assumed such authority and issued a proclamation, December 29, 1857, in which he "forbade all persons to dig or disturb the soil in search of gold until authorized in that behalf by Her Majesty's Colonial Government." A license was then issued to individual miners, granting prescribed limits under certain conditions on the payment of ten shillings per month. This amount was subsequently increased to five dollars per month.

Trespassers Prohibited. (4.) Learning of trespassers, Douglas, on the 8th of May, 1858, issued a proclamation declaring all vessels found in British North-west waters after 14 days, not having a clearance from the customs officer, and a license from The Hudson's Bay Co., forfeited. To keep the British Columbia trade at Victoria, all traffic was placed in the hands of a single Company that was to carry no goods except for The Hudson's Bay Company, and to collect a toll of two dollars from every passenger conveyed. H. M. S. Satellite was placed at the mouth of the

Fraser to collect tolls and to be in readiness to enforce the carrying out of these injunctions.

Douglas's Visit to the Mainland, May, 1858. (5.) In May, 1858, Douglas, as the Queen's nearest representative, made a trip to the Mainland. After seizing some merchandise on his way, and collecting some unpaid taxes, he, near the end of the month, arrived at Hope, which at this time was the leading post on the Fraser. Although, not, as yet, legal Governor of the Mainland, Douglas established his authority, and made Hope the provisional capital for the Mainland.

In September, Douglas made his second official trip to Hope. On this occasion, a number of officials was appointed, and several political offenders were brought to justice. Here, on the 4th of September, was passed by proclamation the first law on the Mainland, prohibiting the sale of liquor to the natives.

On the 22nd of December, to meet expenses, a duty of ten per cent. was imposed on all goods imported into British Columbia, as the Mainland came to be called. These acts were afterwards legalized by proclamation.

Indian Difficulties. (6.) These were troublesome times for the miners. The natives, ever jealous of the white man's intrusion, were exceedingly hostile. The whites, having organized themselves into companies for defence, engaged in repeated conflicts in which many whites as well as Indians were killed.

SEC. 4.—BRITISH COLUMBIA.

Constitution of British Columbia. (1.) The Hudson's Bay Company's license for exclusive trade on the Mainland was soon to expire. In 1856, as on a former occasion, some time before the expiration of its charter, the Company made a request for a renewal. Early in 1857, a *Select Committee* was appointed in the British House of Commons to consider the state of Britain's North American Possessions, and to arrange for the expiring charter. The Canadian Government, having been apprised of this committee, appointed Chief Justice Draper, on a special commission to watch Canadian interests, and to afford such information as Canada could furnish for the general good. To the same end, a committee was appointed from the Legislative Assembly of Canada, who laid before the Imperial Committee a full report, in which it expressed a wish to join to Canada such portions as were suitable for settlement. In accordance with this request the Imperial Committee decided that the Red River and Saskatchewan districts should be ceded to Canada. Moreover, it was decided that the connection between Hudson's Bay Company and Vancouver Island should be severed, and that colonial authority should be extended over the Mainland.

Whatever turn matters may have taken in accordance with the expressed judgment of this committee, no sooner had the news of the influx of population reached the ears of Lord Lytton, Secretary of State for the Colonies, than he introduced a bill for the government of New Caledonia, as the country was then called. He had early been informed by Douglas of the importance of taking advantage of the gold excitement for the sake of the revenue. At any rate government and order must be maintained, and far better was it for both the Company and the colony that the exclusive rights of the former should at once and forever cease. Accordingly, on the 2nd of August, 1858, British Columbia was constituted a Crown Colony.

Bounds. (2.) The territory thus organized extended from the United States on the south to the Simpson and Finlay Rivers on the north, and between the summit of the Rocky Mountains and the sea, including all the islands, except Vancouver.

The Act also provided for the appointment of a governor, the administration of justice, and a local legislature. The following month the Company's license was revoked, in so far as it related to British Columbia, and James Douglas was appointed first Governor. At the same time his commission as Governor of Vancouver Island was renewed.

At Fort Langley, about the middle of November of the same year, Douglas, after taking the oath of office, legalized by proclamation his former acts that had for their object the establishing of order on the Mainland.

New Westminster Founded. (3.) A probability now seized the public mind that Langley, to which was given the name of Derby, might become the future metropolis of the Mainland. About 400 lots on the site of the old fort, having been sold by auction at Victoria, netted about \$68,000. However, the glory of this prospective town was soon to wane before the rising city of Queensborough. Colonel Moody, who acted as Lieutenant-Governor, did not like the situation of Derby, and selected the site of the present city of New Westminster instead. Here, lots having been surveyed, were first sold at auction on the 1st day of June, 1859. Persons holding property in Derby were allowed to exchange it for an equivalent value in Queensborough. On the 20th of the month following, by proclamation, the name was changed from Queensborough to New Westminster in accordance with the expressed wish of the Queen. In July, 1860, by the request of the inhabitants, New Westminster was incorporated, and municipal officers to the number of seven were appointed into whose hands the improvement of the city was entrusted.

Colonel Moody. (4.) Colonel Moody of the royal engineers, was dispatched from England by Lord Lytton in September, 1858, as Chief Commissioner of Lands and Works, and Commander-in-chief of Her Majesty's land forces in British Columbia. In him was also vested the powers of Governor, which authorized him to administer the government of the colony in the absence of that officer. He arrived on Christmas Day, 1858, and took the oath of office soon after.

Colonel Moody figured prominently in the early history of British Columbia, successfully encountering Indian hostilities, selecting the site for the present city of New Westminster, erecting government buildings, opening roads, and promoting public works generally.

Representative Government Introduced. (5.) For upwards of five years after the establishment of the Mainland as a Crown Colony, the government was vested in the Governor. The first Legislative Council, consisting of 13 Members was convened by royal order, at New Westminster on the 21st day of January, 1864.

First Council. (6.) The members of the first session were Arthur Birch, Colonial Secretary; Henry P. Crease, Attorney-General; Wymond O. Hamley, Collector of Customs; and O'Reilly, Saunders, Ball, Nind and Brew, Magistrates chosen by the Governor; and Homer, representative for New Westminster; Smith, for Yale and Lytton; Holbrook, for Douglas and Lillooet; Orr, for Cariboo East; and Black, for Cariboo West. The first session was marked more especially for its tranquillity and for the excessive taxation laid upon the colony.

Road to Cariboo. (7.) The culminating public work of Sir James Douglas was the completion of the wagon road to Cariboo, in 1864. "This road," says Lord Dufferin, "was of such admir-

able construction, considering the engineering difficulties of the line and the modest resources of the colony when it was built, as does the greatest credit to the able administrator, who directed its execution." Henceforth the old pack-train was supplanted by freight wagons, and freight to the gold mines was much cheaper.

Successors of Douglas. (8.) In 1864, Douglas, having retired to private life, was succeeded by Frederic Seymour, late Governor of British Honduras. During his rule was passed the British Columbia Act of August 6th, 1866, by which the Government of Vancouver Island was united to that of British Columbia. In 1867, Victoria was incorporated. Thither, by a vote of the Legislative Council, whose members, by the Act of Union, had been increased to twenty-three, the seat of Government was removed, and the first meeting took place on the 17th of December, 1868. Seymour was succeeded in June, 1869, by Anthony Musgrave, Esq., the last Governor prior to Confederation.

Sir James Douglas. (9.) James Douglas may in truth be called the father of colonial rule in British Columbia. He was of Scotch descent, born at Jamaica in 1803, and educated at Lanark, Scotland. Entering the North-west Company's service in 1820, as a clerk, he very soon,

by his enterprise and intelligence, rose to a commanding position. As early as 1824, he took command of Fort St. James, on Stuart Lake, and became Chief Factor for the united companies about eight years later. Much of his time was occupied in establishing trading posts. To him belongs the honor of founding Fort Victoria on the site of the present capital. Thither he removed in 1849, and two years later became Colonial Governor of Vancouver Island. In 1859, having severed his connection with The Hudson's Bay Company he became Governor of British Columbia, which honor he held until his retirement to private life. Douglas was created C. B. the same year, and knighted in 1863. He died at the capital on the 2nd of August, 1877, and the citizens of British Columbia have erected, in front of the Parliament grounds at Victoria, a monument in commemoration of his services to his country.

Douglas's extensive knowledge of men and things, his willing obedience to the voice of superiors, his stern discipline when in command, his justice and humanity, his fortitude and bravery under the most trying circumstances, mark the characteristics of a man, who, as a commander, has few equals in the pages of history.

CHAPTER IV.
CONFEDERATION.

SEC. 1.—UNION CONSUMMATED.

Terms of Union Submitted. (1.) By the British North America Act of 1867, not only were the four older Provinces of the Dominion united, but provision was also made whereby other colonies of British North America might, by the expressed wish of their inhabitants, join the Confederation. In accordance with this provision, Governor Musgrave preparatory to Union, laid before his government a number of resolutions, setting forth the views and wants of the colony. These, in the main, having been adopted by the Legislative Council, were submitted to the Dominion Government for acceptance. The terms having been agreed upon, the Union was finally consummated on the 20th day of July, 1871.

Terms of Union. (2.) By the *Terms of Union*, British Columbia was to receive a subsidy of \$35,000 a year, together with a grant of 80 cents per capita of the population, until the population should reach 400,000, after which the grant

should be no further increased. Canada was to become liable for the debts of the colony; to provide for a regular mail service between Victoria and Olympia twice a week, and a bi-weekly service between Victoria and San Francisco; to pay the salary of the Lieutenant-Governor; to meet the expenses of the courts of judicature, of the customs, postal and telegraph services; and to provide pensions to those who lost financially by the terms of the Union. Moreover, it was stipulated that a transcontinental railway, connecting the Pacific seaboard with the railway system of the eastern Provinces, should be commenced within two years and completed within ten years from the date of the Union. The care of the Indians also was assumed by the Dominion, and the interest guaranteed at five per cent. on a sum not exceeding \$500,000, necessary to build a graving-dock at Esquimalt. By the terms of the Union, British Columbia was to be represented in the Dominion Senate by three members, and in the House of Commons by six members, the latter number to be regulated by each decennial census in proportion to the population. The Constitution of the Executive and Legislative Councils was subjected to a very important amendment, whereby a majority of its members should become elective, and thereby responsible to the people.

Constitutional Act, 1871. (3.) Several months previous to the consummation of the Union, it was resolved at a meeting of the Legislative Council, to request the Governor to have a bill submitted to the House, changing the composition of the Legislature, in order that *Responsible Government* might be introduced, and that body thus become responsible to the people in its first session after the Union. Accordingly, on the 14th of February, 1871, a complete change was effected by the passing of the "*Constitutional Act*," by which the Legislative Council was abolished, and a Legislative Assembly, consisting of twenty-five members, representing twelve districts, and elected every four years, was substituted in its stead. The number of districts was subsequently increased to thirteen. Persons receiving pay from the Colonial Government were ineligible to a seat in the Assembly. The members of the Executive, not to exceed five, were appointed by the Governor, and should include the Colonial Secretary, the Attorney-General and the Chief Commissioner of Lands and Works.

Qualification and Regulation of Voters' Act, 1871. (4.) In the same year was passed "*The Qualification and Regulation of Voters' Act*," by which the clergy and all persons who had not resided in the Province for at least one year previous to the date of their election, were ineligible to a seat

in the Assembly. By the same act, an elector must be able to read the English, or his native language, and must have resided in the Province for at least six months previous to the election. He must have freehold estate in the district in which he votes, to the value of \$250.00, or a leasehold estate, or rented property of the annual value of \$40, or pay a board bill of \$200 a year, or hold a miner's license, or a pre-emption claim of at least 100 acres. By subsequent Acts, the property qualification and other restrictions have been removed, and the right of voting extended to any British subject, not criminally convicted, who has resided in the Province for twelve months previous to the date of the election.

SEC. 2.—CANADIAN PACIFIC RAILWAY.

A Scheme Projected. (1.) Among the terms of Union, perhaps the most important is the one relating to the building of the transcontinental railway. Such an undertaking had been under consideration for some time, and it received a fresh impetus in 1858, when the great gold excitement called hither its thronging multitude.

The public, however, received its first intimation of such a scheme in 1869, when in September of that year, there appeared in the "Canada Gazette," a notification to the effect that, at the

next session of the Canadian Parliament, application would be made for a charter to build a line to connect the eastern and western Provinces of the present Dominion.

It is said to have been through the influence of Great Britain at the Canadian capital that the building of this road became one of the terms of the Union in 1871. It was, however, well known that the people of British Columbia stood unanimous in making the construction of a transcontinental railway an imperative condition of Confederation. When the measure finally came up for ratification by Parliament, so gigantic seemed the undertaking, that, but for the timely introduction of a clause to the effect that it should be constructed and operated by private enterprise, and receive such aid as not to increase the rate of taxation, the measure would probably have been lost, and the Government overturned. British Columbia, however, strongly objected to this resolution, by which Canada paved the way for evading the literal fulfilment of one of the chief terms of the Union. In the delay which followed, much apprehension was entertained of her real intention regarding the building of the road. In 1872, a bill passed through Parliament offering a subsidy of \$30,000,000 and 50,000,000 acres of land to any corporation possessing a capital of ten million dollars, and willing

to undertake the work, and to deposit one-tenth of its net capital with the Government before commencing operations.

Sir Hugh Allan's Company. (2) Two companies came forward. The one, represented by Sir Hugh Allan received the charter, and made the one million deposit. Sir Hugh, however, failed to raise the one hundred and eight millions, the amount supposed to be necessary to build the road. The scheme accordingly fell through, and the cash deposit was returned.

Meanwhile, in October, 1873, the Macdonald Ministry was overthrown on the charge of giving the contract to Sir Hugh Allan, in consideration of money advanced for election purposes, and Hon. Alexander Mackenzie was called to the head of affairs.

Edgar's Mission. (3.) The Provincial Government reminded the new Premier of the non-fulfilment of the terms of the Union. To arrange matters, James D. Edgar, with a letter of introduction from Mr. Mackenzie, was dispatched to Victoria as a special commissioner. He, after stating that the original scheme was impracticable for a number of reasons, including the engineering difficulties, which had proved so much greater than had been expected, requested from the local administration an extension of time, and

offered as a compromise to build at once the line between Esquimalt and Nanaimo; to construct a telegraph line through the Province to connect with the eastern Provinces; and to expend at least a million and a half each year in the Province till the railway should be finished. But, these proposals from a misunderstanding of Edgar's official authority, were rejected by the local officials and Edgar was soon after recalled, leaving the public discontent by no means abated.

Carnarvon Terms. (4.) To allay the grievances about to be laid before the Imperial Government, the Earl of Carnarvon, Secretary of State for the Colonies, consented to act as arbitrator, and both Governments agreed to abide by his decision, with the exception of a reservation on the part of Canada, that the road must be built without increasing the rate of taxation.

By the Earl's decision, rendered November 17th, 1874, and known as the *Carnarvon Terms*, two millions instead of a million and a half, as proposed by Edgar, were to be expended each year in the Province after the surveys were completed, and that part of the line, between Esquimalt and Nanaimo was to be built at once, and the whole road completed by the last day of December, 1890.

This proposal successfully passed the Commons, but the Canadian Senate took exception

to the clause relating to the building of the line from Esquimalt to Nanaimo, claiming that the Canadian Parliament was under no obligation by the terms of the Union to extend the line to the present capital. No attempt, accordingly, was made towards its construction.

Dufferin's Visit. (5.) Great discontent now prevailed in the Province. To adjust the matter in dispute and allay the feeling of discontent, Earl Dufferin, Governor-General of Canada, visited the Province, and on the 20th of September, 1876, addressed an audience at Victoria, when with marked ability he proceeded to exonerate the Canadian ministry from blame in the policy pursued. However, the Earl but partially accomplished his object. During the session of 1878, Mr. Walkem introduced a resolution demanding immediate railway construction or separation.

In conformity with this resolution, a petition was forwarded to Her Majesty, in September, praying for the exclusive right to collect the customs and excise duties and to withdraw from the Union, in case the Carnarvon Terms were not fulfilled before the 1st day of May following.

Meanwhile there was a change in the Dominion Government. The new administration soon began the construction of the entire line, to the general satisfaction of the Province, although

Port Moody was made the western terminus and the Esquimalt and Nanaimo portion entirely disregarded.

New Syndicate Formed. (6.) A contract for building the road was given during the summer of 1880 to a syndicate of London, Paris, American and Canadian capitalists, who were to have the entire line completed on or before June 1st, 1891. The Company was to receive a subsidy of twenty-five million dollars, twenty-five million acres of land on the sides of the railway, and that part of the line already constructed by the government at a cost of twenty-eight million dollars. It was further stipulated that the Canadian Government would neither grant a charter to any other line near the Canadian Pacific, unless in a south-westerly direction, nor to any line that ran within fifteen miles of the international boundary; also, that the entire railway shall be forever exempt from taxation, and that the land grant should be free from taxes, unless previously sold, for a period of twenty years. The line was finished in November, 1885, some five years earlier than was specified in the Carnarvon Terms, at a probable cost of one hundred and twenty millions. The western terminus was subsequently removed twelve miles farther west to the site of the present City of Vancouver.

Vancouver City was visited on June 13th, 1886, by a destructive fire, which originated in some brush heaps that were being burnt. Several lives, besides property to the value of about \$800,000 were lost. However, with energy and perseverance, more imposing and abiding structures were soon erected, and Vancouver is to-day one of the leading cities on the coast. In 1892, this city was connected with New Westminster by an electric tramway, about 12 miles in length.

Coal Mine Disaster. (7.) Nanaimo was incorporated in 1874. This city was the scene of a terrible explosion, which occurred in the Vancouver Coal Company's mine on May 3rd, 1887. In this great disaster about 150 lives were lost, and half a million dollars worth of property was destroyed. The Government of British Columbia, the City of Victoria, and several other sources donated liberally to aid those left destitute.

In October, 1887, the Esquimalt Graving Dock was opened to the public, at a cost of over half a million dollars. This work was begun in 1882, as a Provincial enterprise, and transferred to the Dominion the following year. The coffer-dam, a necessary preparation for this work, was begun in 1875. A competition between H. M. Navy and the commercial patronage of the dock calls for an immediate extension of the work.

SEC. 3.—EDUCATION.

Our School System. (1.) Our present admirable *School System* had its birth since Confederation. Prior to that time, several attempts had been made to establish an Educational Fund, but with little practical result.

Upon the introduction of responsible Government on the Mainland, in 1864, Governor Douglas recommended in his opening address, an

appropriation for the support of public schools. This recommendation, however, seems to have been disregarded. In the following year the Legislature of Vancouver Island took the first practical step by passing an act for the establishment of schools, and \$10,000 was placed in the estimates for the ensuing year; but this was doomed to failure by the union of the two colonies in 1866, when the Government of Vancouver Island went out of existence before any appropriation had been made.

By the united colonies little seems to have been done, and educational matters were certainly in a very unsatisfactory condition, as the school board then existing was cramped by the lack of educational funds. This, though unfortunate, seems to have been concurred in by Governor Seymour, whose idea was to compel the parents to come to the aid of the Government in the education of their children. However, a change for the better was effected, when what is known as "The Public School Act of 1872," was passed. By this act provision was made for the appointment of a new Board of Education and a Superintendent, who were empowered to establish and support schools in any community affording sufficient attendance. A new order of educational matters arose. Teachers were subjected to a much more rigid examination, and many new

districts were created. In the report of a Select Committee on the Act of 1872, compulsory education was recommended; this, however, did not become a statute till 1885, when all children from seven to twelve years of age were required to attend one of our public schools for at least six months in the year, or otherwise to receive an equivalent education. With the inception of the new Board of Education, John Jessop, Esq., became Superintendent. He was succeeded by C. C. McKenzie, Esq., M.A., in 1878. Our present Superintendent, S. D. Pope, Esq., LL.D., received his appointment in 1884.

Progress. (2.) Two decades have passed away since the present school system came into operation and unprecedented progress has marked its career. Beginning with twenty-five school districts, and an enrolment of about one thousand, the first decade doubled the number of districts, and increased the enrolment to about two and one-half thousand. During the present decade, the districts have increased upwards of three-fold, showing an enrolment of nearly eleven thousand. As has been said, "Education in the Province is in a most satisfactory state," our schools maintaining a percentage of "average attendance which is not excelled by any Province in the Dominion."

British Columbia University. (3.) In 1890, was passed the "British Columbia University Act," which made provision for the establishment of a University, with the power of conferring degrees and promoting higher education in the Province. This University "shall be under the control of a Senate which shall have the entire management of its affairs," viz.: the power to prescribe examinations; to confer degrees; to appoint the professors and servants of the University; to regulate salaries; provided, however, that the University be non-sectarian in all respects.

The Senate. (4.) The Senate is to be composed of the Chancellor, the Vice-Chancellor, and a number of members as follows: Seven to be elected by Convocation; three appointed by the Lieutenant-Governor in Council; one member to represent each of the four cities; one to be elected by the Teachers' Institute; one each to represent the Medical Council and the Law Society of British Columbia; the Superintendent of Education, and the Speaker of the Provincial Legislature of the time; the Principal and Professors of the University; and one representative from each of the Colleges that may afterwards become affiliated with the University.

There are to be four Faculties, leading to the respective degrees, viz.: A Faculty of Arts and Sciences; a Faculty of Medicine; a Faculty of Law; and a Faculty of Applied Science and Engineering.

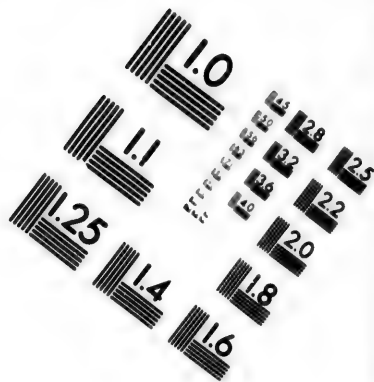
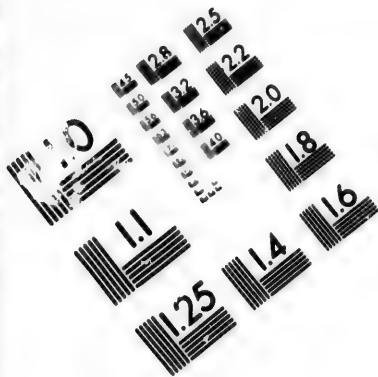
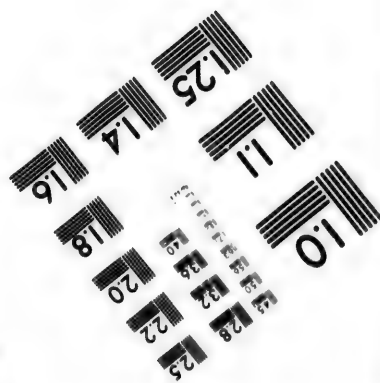
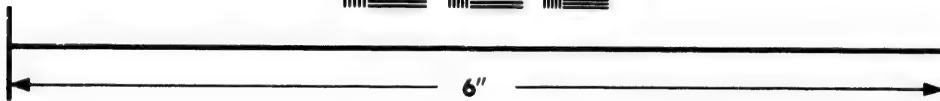
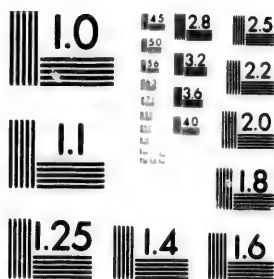


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SEC. 4.—LATE ADMINISTRATIONS.

Legislative Changes. (1.) British Columbia has reached the Third Session of her Sixth Parliament since July 20th, 1871. During this time, there have been four changes of administration and nine Premiers. The successive leaders have been: Hons. J. F. McCreight, A. DeCosmos, G. A. Walkem, A. C. Elliot, Mr. Walkem returned to power, Robt. Beaven, Wm. Smithe, A. E. B. Davie, John Robson, Theo. Davie. The present administration has been in power since January 26th, 1883, when the Hon. Mr. Smithe, became Premier.

Esquimalt and Nanaimo Railway. (2.) Though strenuous exertion was put forth, prior to 1883 practically nothing was accomplished towards the construction of the *Esquimalt and Nanaimo Railway*. Much discontent was thereby created, both in the Legislature and on the Island. Much apprehension was entertained regarding the real intentions of the Dominion Government, and serious threats of secession openly were made.

Finally a subsidy of \$750,000 having been secured from the Dominion Government, a contract was made early in August, 1883, with R. Dunsmuir & Co. for its construction. The contractors received in addition to the subsidy an extensive tract of land along the line of the railway, its exemption from taxation for

ten years after its completion, and the admission of material used in its construction, free of duty. The Company on its part came under binding obligations to complete the road before June, 1887.

Mortality. (3) On the 27th of March, 1887, occurred the death of *Premier Smithe*. His successor, Hon. A. E. B. Davie, died in August, 1889, when the Hon. John Robson was called to the head of the Government. Truly this is a period, memorable for the number of *Political Leaders*, whose respective careers of usefulness were by death abruptly brought to a close. The year 1892 has been saddened by the sudden and unexpected death of the Hon. John Robson, which took place in London, whither he had gone in the interest of the Crofter Scheme. He was succeeded by the Hon. Theodore Davie.

Governors. (4.) The successive Governors of British Columbia, since the Union with Canada, were Hon. Sir Joseph W. Trutch, who took office July 20th, 1871; Hon. Albert Norton Richards, July 1st, 1876; Hon. Clement Francis Cornwall, July 1st, 1881; Hon. Hugh Nelson, March 25th, 1887.

In the Autumn of 1892, Governor Nelson was succeeded by the Honorable Edgar Dewdney, recent Minister of the Interior in the Dominion

Cabinet. The ex-Governor soon after repaired to England for the benefit of his health. This, however, failed to bring relief, and on March 3rd of the present year (1893) one of British Columbia's most respected citizens peacefully passed away, not far from his native home.

Crofter Scheme. (5.) During the Session of 1892, two Acts were passed that had for their objects the settlement and colonization of certain lands on our coast, and the affording of relief to a certain class of fishermen on the coast of Scotland, known as Crofters.

The untimely death of the chief promoter and the recent change in the Imperial Government are thought to be serious drawbacks to the success of the scheme. The matter has been delayed, and whether it will finally succeed or not, time must reveal.

Railway Enterprise. (6.) The last three years have been especially marked for *Railway Enterprise*. The *Shuswap and Okanagan Railway* was chartered in 1890 and completed the following year. Besides this and a short line of about 30 miles between Nelson and Robson, called the *Columbia and Kootenay Railway*, there were opened up for trade, in 1892, the *Mission Branch* of the Canadian Pacific, and the *New Westminster Southern*, effecting direct com-

munication with the railway systems of the United States. In addition to these the Victoria and Sidney, and the Nelson and Fort Sheppard Railways are now under construction, and a large number of charters has been granted for railways that will probably be in operation at no very distant date.

British Columbia "Parliament Buildings Construction Act."

(7.) In 1893 was passed the "Parliament Buildings Construction Act," by which the Governor in Council was authorized to expend not more than \$600,000 in erecting new buildings for the accommodation of the Legislature. The construction is now in progress, and soon our Province can boast of public buildings unrivalled by those of any Province of the Dominion.

Behring Sea Difficulty. (8.) An international question that claims a place in our history, inasmuch as our citizens are the parties most intimately interested, is the disputed right of the United States to monopolize the seal fishery in Behring Sea.

At an earlier date, when Alaska was Russian territory, the United States had joined Great Britain in compelling Russia to abandon her exclusive claim to this sea. However, when Alaska came into the possession of the United States, Secretary Blaine changed his ground, and claimed the sea as exclusive territory. Great Britain on the other hand, claimed that no exclusive possession, beyond a line three miles out to sea, is

known to international law, and accordingly claimed the sea as neutral territory. The sealers, therefore came into serious conflict, and seizures were made in 1886, threatening an international broil. Pending a settlement of the difficulty, early in 1891, the British and the United States Governments entered into an agreement to suspend all sealing in the disputed territory till the rights of the respective nations should be settled. All vessels then sealing and those on their way to the sea, were summarily recalled. This of course involved great loss, as the work of the season had fairly begun and much expense had been incurred in preparation. Masters and ship-owners made no delay in rendering their bills of damages, which Britain on her part promised to consider. Accordingly, early in 1892, a commissioner was sent out, who spent the entire summer in collecting evidence and examining the respective claims. On his return to England, all interested were anxiously awaiting the results of his investigations. Early in the spring of the present year (1893) a cablegram announced that \$100,000 had been awarded, which would be equitably divided. This was very gratifying to the sealers who had become somewhat hopeless on account of the necessary delay attending the adjustment of the amounts given by the award.

The original difficulty is not yet settled. A Court of Arbitration is now in session in Paris, in which Sir John Thompson, Premier of Canada, and Hon. C. H. Tupper, Minister of Marine, and Fisheries, and others, are said to be ably defending our interests. What the decision of this Court may be, many are anxiously waiting to learn.

Conclusion. (9.) Our Province is said to be still in its infancy; yet, in reviewing its history, we are impressed with the symmetry of its growth, and the magnitude of its present development. For about half a century prior to its becoming a colony, we have but little advance to record. Two events mark the year 1858 as a turning point in the history of the Province: First, the establishment of Colonial Government and the consequent death of The Hudson's Bay Company Rule; and second, the fortunate discovery of extensive gold fields and other mineral wealth, which caused an unprecedented immigration. But this in itself was not sufficient; the advent of steam and the locomotive has opened up the heart of the Province and brought its vast resources to our very door. An intellectual, a moral, and a religious growth has rapidly set in, so that to-day every British Columbian in possession of our free schools and our rapidly increasing means of higher education, of our laws and institutions, of our almost exhaustless

resources, has an inheritance unsurpassed. These advantages should stimulate us to utilize our powers and encourage us to cultivate habits of industry, intelligence, and virtue, upon which all true greatness depends.



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CHRONOLOGY OF NOTED EVENTS.

Voyage of Columbus.....	1492
Drake's Voyage	1579
Discovery of Juan de Fuca Strait	1592
Hudson's Bay Company Organized.....	1670
Voyage of Juan Perez.....	1774
Voyage of Heceta and Quadra	1775
Voyage of Capt. James Cook.....	1778-79
North-west Company Organized.....	1783
Voyage of James Strange.....	1786
Voyage of Portlock and Dixon	1786
Barclay's Expedition.....	1787
Meares's Expedition.....	1788
Kendrick and Gray's Expedition.....	1788-93
Martinez and Haro's Expedition.....	1789
Elisa's Expedition.....	1790
Nootka Convention.....	1790
Vancouver's Voyage.....	1791-95
Mackenzie's Voyage.....	1792
James Finlay ascends the Peace River.....	1797
Capture of the "Boston".....	1802
First Fort Established....	1805
Fraser's Voyage down the Fraser.....	1808
Nootka Massacre.....	1811
The London Convention.....	1818
Two Companies United	1821
Founding of Fort Langley.....	1827
Governor Simpson's Visit.....	1828
Arrival of the Beaver.....	1836
Founding of Victoria	1843
The Boundary Difficulty Settled	1846
Crown Grant of Vancouver Island.....	1849

First Governor Appointed	1850
Gold First Discovered on Vancouver Island.....	1850
First Council Nominated.....	1851
Blanshard Resigns	1851
Douglas becomes Governor.....	1851
Petition Presented to the Imperial Parliament.....	1853
First Chief Justice Appointed.....	1853
Customs Dues Demanded on San Juan Island.....	1854
Electoral Districts Created.....	1856
First Assembly Convened.....	1856
Committee of Investigation.....	1857
Great Gold Excitement.....	1858
H. M. S. Satellite at the Mouth of the Fraser.....	1858
Douglas Prohibits the sale of Liquor to the Natives. .	1858
Arrival of Colonel Moody	1858
British Columbia Constituted a Crown Colony.....	1858
Begbie Appointed Judge of Mainland	1859
Lord Lyon's Proposition	1859
New Westminster Founded	1859
New Westminster Incorporated.....	1860
Capt. Kennedy succeeds Douglas on the Island.....	1863
James Douglas Knighted	1863
Wagon Road Completed to Cariboo....	1864
Frederic Seymour Succeeds Sir James Douglas.	1864
Representative Government Introduced on Mainland..	1864
Vancouver Island and Mainland Governments United.	1866
Victoria Incorporated	1867
Seat of Government Removed to Victoria	1868
Anthony Musgrave became Governor.....	1869
Constitutional Act of B. C.....	1871
Regulation of Voters' Act.....	1871
British Columbia Confederated	1871
Hon. Joseph W. Trutch, Lieut.-Governor.	1871
Washington Treaty	1871
Hon. J. F. McCreight, Premier	1871
Public School Act	1872
Hon. A. DeCosmos, Premier.....	1872

1850	Hon. Geo. A. Walkem, Premier.....	1873
1850	Carnarvon Terms Rendered.....	1874
1851	Nanaimo Incorporated	1874
1851	Hon. A. C. Elliot, Premier.....	1876
1851	Hon. A. N. Richards, Lieut.-Governor.....	1876
1853	Earl Dufferin's Visit	1876
1853	Death of Sir James Douglas	1877
1854	Hon. Geo. A. Walkem, Premier.....	1878
1856	New Railway Syndicate Formed.....	1880
1856	Hon. C. F. Cornwall, Lieut.-Governor.....	1881
1857	Hon. Robert Beaven, Premier.....	1882
1858	Visit of Marquis of Lorne and Princess Louise	1882
1858	Hon. Wm. Smithe, Premier.....	1883
1858	Canadian Pacific Railway Finished.....	1885
1858	Vancouver Incorporated	1886
1859	Graving Dock at Esquimalt Completed.....	1887
1859	Hon. Hugh Nelson, Lieut.-Governor.....	1887
1859	Hon. A. E. B. Davie, Premier.....	1887
1860	Hon. John Robson, Premier.....	1889
1863	British Columbia University Act.....	1890
1863	Sealing Suspended in Behring Sea.....	1891
1864	Hon. Theodore Davie, Premier.....	1892
1864	Hon. Edgar Dewdney, Lieut.-Governor.....	1893
1864	Parliament Buildings Construction Act.....	1893
1866	Sealing Awards	1893

